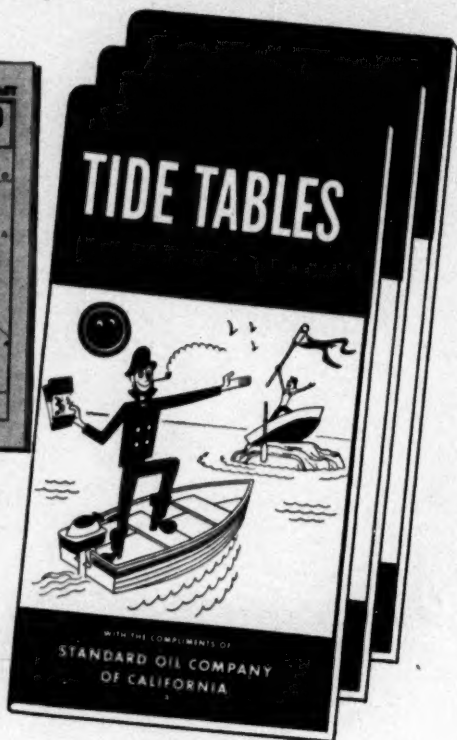
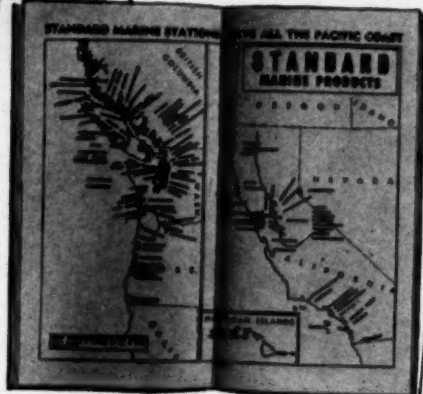






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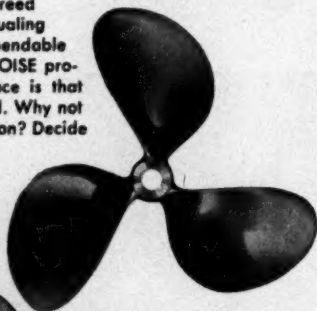
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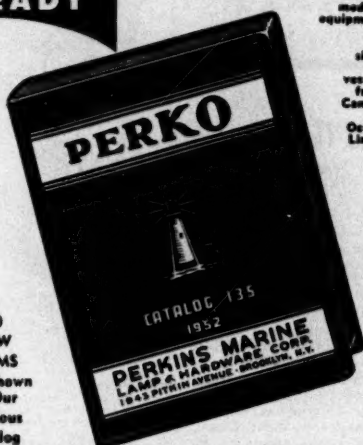
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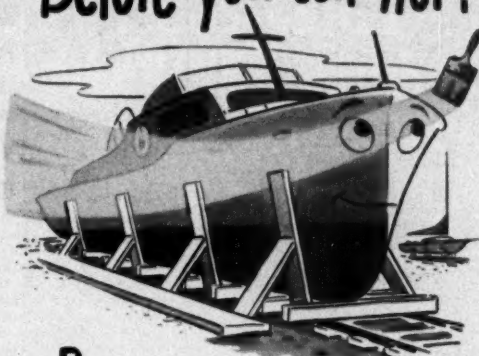
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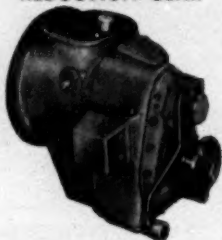
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IN THIS ISSUE

Trends in Southland Yachting	8
We Chartered a "U-Run-It"	10
"Carley II"—a Refurbished Owens	13
Molokai Channel	15
"Jojo"—for Year-Round Cruising	17
They Cover the Waterfront	23
Gold Cup Dates Considered	26
Who's Who in California Racing	27
Plans —	
38-Foot Cruising Ketch	33
36-Foot Motor Cruiser	34
53-Foot Triple Screw Cruiser	36

THE COVER — In the San Juan's

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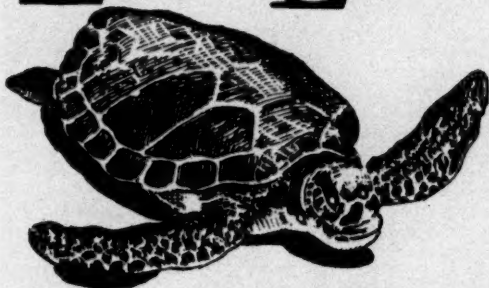
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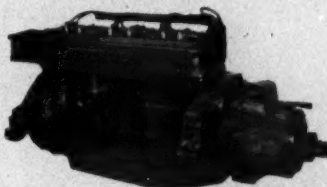
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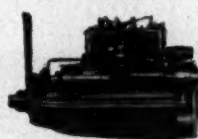
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More and more Island cruises will be found in '52. Here is the start of the Los Angeles Yacht Club treasure hunt and family cruise to nearby Catalina.

BOATS, KIDS, FAMILY PARTICIPATION -- The Big Trend in Southland Yachting

THE 1951 season is as gone as a greased eel down a shaft alley.

Piles of little cups and plaques have been passed around to the year's champions and the big perpetual trophies have been inscribed with yet another name or two. Scores of officers have stepped down before newer blood. Now yachtsmen, warming their hands and jowls before crackling fires, enlarge upon their corinthian virtues of the past year and prophesy about things to come. None of them can recall when there were more boats, more people or more regattas.

Both the Mid Winter Regatta, sponsored by the Southern California Yachting Association and the Newport Ocean Sailing Association's Ensenada Race were huge affairs by any standards.

Who that sailed in the Mid Winter will forget that first miserable day of broken masts, torn sails and rigging, rain, heavy winds and finally a driving sleet storm? Then fickle Mother Nature turned on the charm and provided all hands with two days of miraculously beautiful weather . . .

When Ensenada Race time rolled around, the scribes started dusting off the superlatives. One hundred and thirty-four boats! Nearly 4,000,000 bucks worth of windjammers! And for the first few hours there wasn't enough wind in all the sails combined to strain an after-guy.

But wind or not, it was the biggest, gayest, and by all measure the noisiest race of the century. Little Ensenada busted wide open at the seams—and loved it. Nowhere in the annals of yachting can anything be found to

compare with that blow-out. No wonder boats and pocketbooks are being readied for the coming affair.

It was about the time of the James Craig Predicted Log Race and the Coronado Yacht Club opening at the end of May that "the season" got in gear.

From then on boats of every size, color and rig plagued race committees, fishermen and swimmers on every navigable chunk of water on the coast.

But as the season wore along, regatta officials started mumbling.

"We just can't get the big boats out this year!"

Following the Pacific Coast Championship Regatta, contestants themselves began asking questions. "Where's the Branta? Why aren't the Arbitrary boats out in bigger num-

bers? What's happened to all the big boats?"

When they began looking over the big boat racing schedule, the race committees and regatta chairmen saw what was happening.

Stated George Michaud, "There were no less than 13 Island races on the calendar and on top of that we have the Honolulu Race under way."

It was then obvious that all the big boats couldn't attend all the regattas even if they had wanted to. The Island races were long and tiring, crews were hard to get for the two and three-day affairs, wives complained, business suffered. So the guys just burned themselves out.

The little fellows in the Arbitrary Rule class thought even less of the long races and stayed away in droves. Little wonder that over half of the 62 boats in the big boat division of the PCYA Champs were found in three smaller classes — the Rhodes, PC's and Luders. No surprise that only 12 boats were in the Santa Barbara Island Race and 17 in the San Clemente Island Race. The boats were out, alright, but they were out in a score of races all up and down the coast and were perfectly willing to duck a few of the normally big races as the season rolled along.

Little boats, however, were in profusion everywhere. The bang of a warning gun scared them from beaches and garages like startled butterflies. One hundred and fifty-four small boats besieged the Coronado Yacht Club during their small boat invitational, over 200 of them turned out for the Pacific Coast Championships, 103 from Alamitos Bay alone sailed in the ABYC Labor Day Regatta. Clubs from San Luis in the north to San Diego in the south found that a never ending string of weekend series was all that could quench the sailing lust for the over 20 classes of racing dinghies and small boats active in southern waters.

When the formal racing season finally came to a close, trophies were handed around by the armfuls. Some of the younger sailors, doggedly entering every race that came along, went home with produce cartons full of cups.

But that's all wind over the cabin top now. Plans are afoot for a new season. Sails are being ordered, trailer tires are being checked, yacht club calendars are under study.

Most responsible yacht club spokesmen agree that there'll be some changes in the types, scheduling and conduct of races. With an eye on the big boats more than anything else, off-shore fixtures are destined to be altered considerably.

"No," I was assured, "you'll still be able to flip your lid in Mexico after the Ensenada Race and you can still freeze to death in the Mid Winter Regatta. We're not tampering with things like that!"

What is under study is a reduction in the number of long overnight hauls and adding more of the shorter point-to-point and up-the-coast-down-the-coast races. R. M. Allan, the very able secretary of the Southern California Yachting Association states that "there will be far fewer of the Island races and far better attendance at races like the Newport Harbor Yacht Club "Gold Coast" race, the 14 mile bank race, Coronado Yacht Club's Island Race and other jaunts of from 20 to 40 miles in length."

George Michaud adds that more attention will be paid to the Arbitrary Rule sailers. "These fellows," announced Michaud, "are the garden variety of ocean racers. They can't afford or don't like the extreme and fast racing boats found in the Ocean Racing group and can't possibly compete with them on any sensible basis." He went on to say that the Arbitrary sailer, even more than the faster Ocean Racing group, balks at the long round-the-island-and-drift-home races. They too, it appears, want the kind of course on which they can take their families, a basket of food and be back home before Monday morning.

Families are having their effect on new programs. More wives and sons and daughters are going along with Pop on the week-ends. Races must

have some appeal to them if dad isn't to spend Sundays mowing the lawn and washing the car. This is reflected in more of the cruise-to-the-Island parties, more mixed meetings, more pot-luck dinners. More youngsters will be around the clubs and all will want "one of those cute little yellow dinghies," and then you find another yacht club is operating on the family plan.

Don't you think it can be done? Look at Newport Harbor Yacht Club.

Many can still vividly recall the days when NHYC was predominantly large boat. Shortly after the war the birth rate took a deep breath and leaped. Resurrection reigned supreme. Meetings were called, programs were re-arranged and now the club boasts one of the finest groups of wet-pant sailors on the coast. A large vacant lot beside the club house was paved, a ramp and an electric lift were installed and now the place is dotted with multi-colored dinks and the beautiful trophy-banked halls echo to the patter of size five feet.

All of this is an excellent reflection both on yachting and on the people who are conducting its progress. Those clubs whose programs start falling apart at the stitches are, more often than not, the clubs who haven't been able to inspire or hold the interest of the kids. And the club's are becoming aware of it. Austin Peeples of the South Coast Corinthian Yacht Club points out that their problem is precisely the same as that of other former racing clubs.

(Continued on Page 37)



More and more emphasis is being placed on programs that include wives and youngsters. Here's a between-race shot of the Alamitos Bay Yacht Club veranda showing the material that has made that club such a prominent and successful racing group.

We Chartered a "U-Run-It" and Had a Glorious Week's Cruise

by Blake Jackson

A LOT of people think longingly of the time they may be able to be aboard one of the thousands of boats that gracefully cruise the fascinating waterways of vast and intriguing Puget Sound.

They mentally say that someday they too will own a pleasure cruiser and enjoy vacations among the lovely islands, bays and inlets. But our family decided not to wait for the future to bring us a vacation cruise on Washington's "Inland Sea." We rented a cruiser in August.

We live in Portland, Oregon. We've heard a lot lately about Portland cruiser owners leaving the Columbia river and traveling North for summer vacations in the Puget Sound waters and the inland international passage farther north.

Then we heard about these cruisers we could have all to ourselves on a rental "U Run It" basis. We contacted Kintz Boat Basin's Robert Cadranel on Seattle's Lake Union waterfront and to get a time-setting for our story, we entered our first log item at 10:25 a.m., Monday, August 13, 1951.

We are the A. B. Jackson family, five of us, and we were all on the trip—Mrs. Jackson (Maxine), and Sally, Nancy, Jake, Marj, my mother, and, of course, skipper Blake. We live in Portland. My business connection in Portland is with Electric Steel Foundry Co., of the famous Esco label, and, as Advertising Manager for the company, I feel somewhat akin to *Pacific Motor Boat* because I also edit our company publication *The Esco Ladle*.

We spent a week cruising Puget Sound. Our *Edmor* that was assigned to us is a 30-foot cruiser.

She had quite commodious quarters with berths for five and the sixth member of the party, 10-year-old Jake, slept on the wheelhouse floor in his sleeping bag. It was our first experience at navigating Puget Sound and we took our work very seriously, religiously following the charts and minding the tides.

The "Queen Mary" herself couldn't have been handled with more care as we eased ourselves in and out of strange channels and harbors following strictly the chartered steamer channels and range marks. Boatmen

have an expression which they use to say that a boat has gone aground; it is that so and so has "taken up a homestead." This never happened to us! While we were never out of sight of land, morning fog sometimes cut off visibility of landmarks so that it was necessary to steer by the compass. As a matter of policy, mainly for practice, we steered on compass courses almost all the time, and the children soon got so skilled at this that the skipper had merely to plot the course, give them the compass bearing and go back aft and relax.

One morning at breakfast we were listening to Dave Garroway on the radio while lying at anchor. Dave was telling about his vacation from which he had recently returned and gave some sage advice to all prospective vacationers. He said, when planning what to take along, take half as many clothes as you think you need, and twice as much money! We can go along with him on that. Of all the gear including food supplies that we stuffed into the car on the trip up to Seattle, we brought back half of it unused. As for the food department we found seafood in such abundance on the Hood Canal beaches that we practically lived on clams, cooked in every possible form, in addition to flounder caught over the stern of the

boat during periods when we were at anchor.

The accompanying chart gives a pretty good idea of the courses we followed. We swung north out of the locks at Ballard and went outside Whidbey Island, past Port Gamble and around Foulweather Bluff. This started us on our course down through beautiful Hood Canal. We went south to Seabeck Bay at the lower end, then retraced our course northward.

This took us north of Foulweather Bluff and into Oak Bay. This was our northerly-most point of the trip. We then started south and came down the Sound to Poverty Bay very near to Tacoma harbor's entrance. From this point we swung west to interesting Gig Harbor, with a side sashay into Quartermaster Harbor.

From Gig Harbor we went down the Tacoma Narrows, under the notable re-built Narrows Bridge that replaces the ill-fated structure that crashed its way into headlines in the mid-thirties, and went into Wollochet Bay. This is the Bay where the Tacoma Yacht Club has its outside cruise-party facility. Then we went over to Fox Island and from there started our homeward trek, west and north to Lake Union.

The sea air on the trip was not only invigorating, it was stimulating—to appetites. It surely stimulated ours. From our own experiences and from observing other cruising yachtsmen, we'd say that people are continually putting on the feed bag. We served in the dinette space which we fondly called the "Main lounge."

It was a six-day trip and we traveled 260 miles. That doesn't seem like much mileage, but on the "mileage" chart of enjoyment, interesting spots, things to do, beautiful scenery and variety of courses we traversed a couple of thousand sea miles.

We had a number of shore leaves. First was at Squamish, then two more down Hood Canal, including one at Seabeck. Later we stopped at Kingston on our way south, next to Poverty Bay, Gig Harbor, Quartermaster Harbor, and Fox Island vicinity.

We go to the log to reminisce over over highlights of the trip. Leaving



Young Jake steers a course.

out the data in the log like courses and times we passed navigational aids and marks, we had many rich experiences, casual as they were when we came upon them.

At 6:15 p.m. on the first day, Monday, August 13, we anchored the dink, which is a part of the cruiser's equipment, and started trolling along the northwest shore of Squamish Bay—near Shine. Maxine had obtained two salmon rigs ashore. No fish caught. In the meantime everyone went swimming during the time we were at anchor and weren't trolling, which we did at 500 rpms.

But later that evening Nancy and Sally went fishing from the dink and Sally catches a catfish (five inches long).

In the evenings we'd play canasta, play the radio and generally relax.

On the second day, Tuesday the 14th, I was up at 4:30 a.m., awakened by trickling water. There was some salt water on the floor under the double berth, not too serious, and we didn't find where it was coming in from. By 6:40 a.m. everyone was up so we headed out for Three Sisters light and east to Termination point to dig clams. The tide is low, but we go into deep water only 50 feet off shore. Wonderful and handy. The kids came back with buckets of clams. Oysters, too. By 10:15 everyone is back aboard, including a bushel of clams and three geoducks. Meanwhile the skipper is dabbling off the stern and catches three nice flounder and Jake hooks two dogfish.

We named this Smorgasbord Cove.

It rained for a time that same day. Cleared in the evening. The Olympics were grand sights. That is a typical day and that is the way it went throughout the trip. Clams, cookies, sea food.

By Thursday we check gasoline and take on some at Port Gamble. Our eight hours cruising should have used about thirty gallons. We'd used only 10 and were amazed. Our slow cruising speed was not only enjoyable it obviously paid off in gasoline consumption, which was not the purpose of the leisurely speeds.

On Friday we got in some cruising in a fog. Went on magnetic compass and had fun with it all. We'd had it rough on Thursday but no one became sick and there really had been some opportunity for it.

We had intended to make a short swing into the San Juans, but looking over the time ahead for the rest of the cruise decided to skip the plan. So we headed south.

At about 3:30 p.m. on Friday we cruised past Alki Point and Fauntleroy to Seattle's south and took some

pictures of our old home where we used to sit and look out the windows at other boats and wish that we could do it. Nancy was appropriately at the wheel. She had been born at Alki 14 years earlier.

We hit Gig Harbor Saturday morning. It is one of the prettiest little "seagoing" towns I know. The harbor is perfect for small craft.

At Gig Harbor and again at Wollochet Bay we met the Muir Maid, well-



In Squamish Harbor. This was our first anchorage on Monday afternoon: from left, Marj, Jake, Nancy and Maxine. Here is the skipper (center), official cap, binoculars, with the "Muir Maid" of Tacoma, aft. This was in Wollochet Bay. Lower, the ever-present feed bag. Counter-clockwise, Marj, Jake, Maxine and Sally, with the skipper behind the camera and Nancy on deck a-swinging it.



known Tacoma Yacht Club boat belonging to Jack Ritts, a craft that has been in many of the predicted log races on the sound. We had a pleasant time with them.

Then we went over to see Joe Long at his place. No one home. We left a note. Then we spent Saturday night, our last night, ashore and aboard and enjoyed ourselves. The final swing back to Lake Union was uneventful.

A lot of people may wish to know what one of the "U-Run-It" crafts cost. Kintz, for example, have them in 26-foot cruisers up to 34 feet. All well-known make of boats, good shape and well-equipped. Charges range from \$130 to \$250 per week for the various boats, plus gasoline. As we mentioned, we got by very lightly on gasoline.

Seems like a chunk of cash to a lot of people at first blush, but then when you consider what it costs to take a family to a resort, buy all the meals out, pay gasoline and charges on the car, tips entertainment and all the dime and quarter grabbers something like \$200 for a week is reasonable. But best of all the cruise is wonderful.

The expression, "it's out of this world" really applies, for among the remote spots of the Sound, one can forget complete, the rigors of the everyday world.

Heavy Weather Cruiser Race February 22-24

BIGGEST event in power cruiser racing during the winter months in the Northwest is the annual Heavy Weather Cruiser Race, staged each year by the Bremerton Yacht Club. This year's event is scheduled for February 22 followed by two days of post-race activities at which Bremerton Yacht Club will play host to crews representing Northwest yacht clubs. Several dinners, parties and a breakfast, Sunday, February 24, are planned.

The 1952 race will start from Manzanita Bay on Bainbridge Island and will end at the Bremerton Yacht Club. Last year, 64 cruisers entered the event, 22 being forced out due to heavy weather. Winner last year was Dr. Edward C. Guyer, Queen City Yacht Club, in his 38-foot *Shangri-La*.

The race details are being handled by Regatta Chairman Ralph Smith, assisted by Ray Hart, Hi Garrett, Marx Libby, Fred Jorges, Dick Finke, Howard Smalley and Russ Hibbard.

February 1952



This is the "Carlev II" as she appeared on Lake Washington under a waning late afternoon sun in December.

"Carlev II," An Owens With New Owners

THE CHRISTENING and taking delivery of the beautiful Carlev II, just prior to Christmas, by Carl and Evelyn Frantz of Portland, Oregon, may be repeated in a similar, general pattern many times during the future months of restricted deliveries.

For Carlev II is not a brand new boat. It is a 42-foot Owens, a 1950 Catalina model bridge deck cruiser. The Frantz's had owned Owens Flagships before and they wanted another because they like them so well. But at the moment there wasn't a new 1951 Catalina model available. So they bought this boat through Washington Boat Center, Seattle, represented by Ken Enochson, and then had the Center go to work on it.

When the job of refurbishing, adding equipment and applying a lot of spit-and-polish was completed the cruiser seemed like a new boat—and looked every bit like one. In fact the new Portland owners went right ahead with a be-ribboned Champagne bottle christening with Mrs. Frantz officially bestowing the name.

Carl Frantz is a Portland lumber wholesaler, first owned a 26-foot

Owens in 1949, then went to a 34-foot Owens named Carlev. He says, "We were still making up berths when we cruised because we didn't have staterooms. We wanted a full-fledged

stateroom for sure so we started hunting for a new boat."

The Frantz-Enochson trail started in the northwest and ended up in San Diego with E. H. Depew, Pacific Coast Sales Manager for Owens, helping negotiate the purchase in Southern California.

The craft was shipped to Seattle immediately. Typical of some of the changes that were made to fill the new-owners' requirements was the installation of a neat shower adjacent to the owners' stateroom, which is aft of the pilot house.

Of course, a shower needs running hot and cold water so a gas hot water heater went in, plus a pressure system supplied through Fremont Electric Co. This hot and cold water system also supplies the galley.

The galley is further enhanced by the addition of an electric refrigerator, which operates off the 12-volt system. Cooking is with bottled gas.

Because the Frantz's use the boat all through the year and even took it down the coast to Portland, from Seattle, during the Christmas holidays, a good space heating unit is necessary. One of the modern, verti-



Mrs. Frantz had a lot of fun carrying out the color motif and fitting out the galley. Here she is in the stateroom making it up with a colorful spread during her first ride on "Carlev II".



Here is Carl Frantz at the wheel in Lake Washington Ship Canal with Mrs. Frantz.

cal, panel-ray gas heaters was placed in the after part of the main cabin and vented out past the trunk. A fan delivers warm air to the stateroom, too.

The skipper has a good navigation set-up for all general conditions. Besides full instrumentation on the panel by the wheel, the engine is controlled by automatic throttle action in an assembly made up by Washington Boat Center. Each engine is represented by its own "fast" and "slow" button near the gear levers. The length of the button depressing-time governs how much the throttle increases or decreases.

There is a Kelvin-White Constellation compass, night-lighted by a special red-light filter for easy vision, all supplied through Northwest Instrument Co.

Alongside the compass is a Raytheon Fathometer and flanking this across the cabin is a Raytheon Cape Cod Navigator model direction finder. The 50-watt radiotelephone is an Apelco.

Automatic steering is available with a Photo-Electric Pilot, purchased from Marina Mart.

There are three electric systems. A 110-volt for shore hook-up, a 12-volt for the boat system and a 6-volt for the engines. Fremont Electric Co. sold the Willard batteries for this cruiser. There is a Universal, water-cooled marine light plant for use as an auxiliary either when anchored or at remote docks.

The original engines are in the Carlev II. These are twin Packards, delivering 150-hp through 1½-to-1 reduction.

The interior is completely redecorated using rich, light green carpets, matched with gray daveno, drapes and overhead covering. The cruiser will sleep seven.

She has dual controls with the bridge deck, which is neatly covered for bad weather with seat and instrument canvas covers by Harry Picot, the Sailmaker, Seattle.

The dinghy is a moulded plywood job powered with a 3-hp Evinrude Motor. The dinghy can be swung with its own hoist and davit.

Carl and Ev Frantz do a lot of

cruising all-year-round. They moved right aboard at Seattle while they waited for weather to clear for the trip down to Portland. They plan to use it extensively on the Columbia River and on cruises around Puget Sound and into Canadian waters.

In their long-range plans are some trips down to Southern California from where they will cruise and fish Mexican waters, a sport they have previously enjoyed down there.

But there is more. Ev is a Miami, Florida girl and she loves that Gulf Stream fishing and southern cruising. She is boosting for a trip to Florida via the Panama Canal and it is a good bet that one of these days the trip will be a reality, maybe late in 1952.

The Carlev II will fly the burgee of the Columbia River Yacht Club at Portland.

Gibson, B.C. Lumber Men Elected RYVC Commodore

W. Clarke Gibson, Vancouver lumberman, is the new commodore of the Royal Vancouver Yacht Club. Vice commodore is Kenneth G. Glass.

Other officers elected are: E. D. Stone, rear commodore; W. E. Cunningham, fleet captain; R. W. R. Day, staff captain; G. A. Cran, honorary secretary; C. H. Gyles, honorary treasurer; R. A. Delaplaine, honorary measurer; A. H. Jefferd, honorary hydrographer.

The executive comprises T. W. Ayres, R. H. R. Young, E. A. Towns, W. H. Day, J. G. Williamson, A. W. Nyblom.

Secretary-manager is V. S. Waram.

♦ ♦

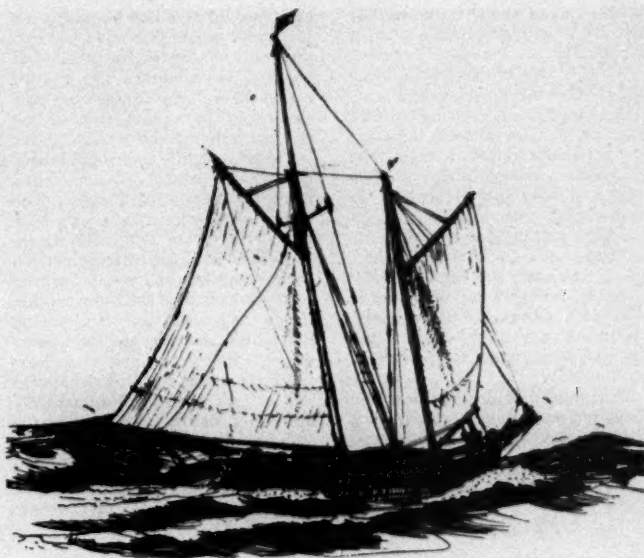


The 20-Knotters, a Seattle group, is made up of cruiser owners who can travel, when they want to, at 20-knots and better. This year they presented a trophy at a dinner meeting to Larry Norton, Seattle, owner of "Miss Fleetline" for finishing highest of a 20-Knotter in the International Cruiser Race — in this case, number one in division A. In the picture, left to right, Jerry Bryant, vice-commadore; Mrs. Bryant, Mrs. Norton, Larry Norton, behind his newly won trophy; Mrs. Henderson and Jack Henderson, commadore of the 20-Knotters.

The schooner "Gracie S" left Seattle on June 18, making record time of 4½ days to San Francisco. Then she left for San Pedro and on to Honolulu, where she spent a month cruising the islands before returning home to the Northwest.

Stewart Lennox, a Pacific Motor Boat reader from Honolulu, said, "That night the wind was so violent it almost blew the roof off our house. Two of our tugs returned, and I wondered how the "Gracie S" made out in the channel."

Here is the "Gracie S" skipper's report on . . .



MOLOKAI CHANNEL

by Ed Kennell

I guess the reason men follow the sea is the never ending series of thrills which come at the most unexpected times no matter where you are or what you are doing. Whether shortened down beating away from a lee shore against a whole gale, or hove-to in a storm with everything alow and aloft secured and drenched with sea water it's all in a day's work, and nothing is thought much of it until the gang assembles around the foc'sle boogy to yarn about it.

Although the glass was down and dropping, our passage to the island of Maui promised to be an easy one, for we sailed out of Honolulu Harbor with a light tradewind blowing right off the land. The moon seemed like the spot in a jeweler's window reflecting off the tops of the combers rolling into Waikiki Beach as we sheeted everything in for the windward leg under the lee of Diamond Head. The evening watch was set as we took our departure from the buoy off Diamond Head and everyone else had turned in with the exception of a couple of cribbage players in the foc's'le. She was all buttoned down for the night. The four lowers were driving her along about a solid eight and it was one of the prettiest nights of the summer. The wind was warm and the occasional spray was warmer. Overhead the clouds racing by the

moon toward the west were whiter than our gleaming canvas in the moonlight.

Shortly after seven bells I went to my cabin for the night. There is no greater feeling than falling off to sleep with the motion of a vessel silently going to windward over the long swells. With your head against a solid oak knee you can hear the water running by to lullaby you to sleep. It seems like I had just dozed off when I was awakened by a crash of solid water across the deck and I was aware that we were pitching badly, and that the rail must be almost buried.

"What are you steering?" I asked the weather helmsman as I came on deck.

"Sou'east by South, and I don't think we will ever weather Molokai with this kind of a sea," said Fryer, blowing the sea water off his nose.

This was quite apparent, for we were in gale force winds in the toughest channel of the seven seas, with waves the size of mountains daring us to go any further. Every third one would come right aboard, filling the cockpit so we were standing knee deep in water, but she was standing up fine under the strain and with a single reef tucked in the main she would perform wonders.

I was just about to call all hands when I glanced to windward and saw a towering wall of water breaking each way as far as the eye could see.

"Hang on," I shouted, "here comes the whole Pacific."

I fell flat on the windward deck, hanging on to two stanchions, for I felt sure the end had come for the Gracie and all hands. I pictured her being pounded apart and being driven to Davey Jones without a fighting chance. Suddenly her bow rose till the whole vessel seemed to be going straight up . . . then came the deafening crash as the green water covered the entire schooner. As soon as her weather quarter came back up, I pulled my head out of the water in time to see her deck completely white with water. Both the helmsmen and the mate were still in the cockpit spitting sea water and cursing violently.

"Fetch her down South, Southwest, and let's get out of here" I shouted as I picked myself up and started easing the mainsheet, which was threatening to pull the bollard out of the deck.

With the new course and the sheets eased we ran off on a broad reach, which was the nearest thing to a sleigh ride in the south Pacific. This was the first time in about a month that we had had a good breeze, and this was about fifteen miles too much.

steady, and at times three or four seas would go by without moving it either way.

"This is worth the whole trip," said Dembo, the lee helmsman.

You could see his salt coated face grinning into the binnacle light and you could tell he was having the time of his fifteen-year-old life.

By four bells in the midwatch we were riding easier and the fragrant pineapple smell told us we were coming under the lee of Lanai Island, which decreased the wind to about force six. Before, I had to scream as loud as I could to make myself heard, and now I noticed the whistling and the roar of the wind had moderated considerably.

The canvas had stood up fine even though I decided not to reef. When it is pitch dark with the weather we

had, I would certainly be asking for We would get on one wave and run across it until the comber would curl up over the windward rail and we would start down another. I have never seen seas so steep and fast, yet our staunch schooner was logging thirteen knots into the tropical darkness without waking up a single hand below with any unusual motion. The moon had almost disappeared over our stern, for in the darkness we could see sparks flying from the main sheet bale when she would fetch up on a good one. All the boom tackles, sheets, and vangs were functioning like faithful servants, and the schooner was performing like a well rehearsed veteran, standing right up on her feet, straight as a church, barely curtsying to the big ones like the little lady she was. I noticed the helm

was heavy, but about four spokes one way or the other would keep her it if I tried to set a reef along a 54-foot boom. We would have lost a couple of hands overboard for sure. Up forward the lee bulwarks were crowded with flying fish and bits of seaweed, but the gear showed no signs of wear or chafing. The morning watch had come on deck now with hot coffee and they were completely ignorant of what had happened, until the mate read in the log that we had logged 68.3 knots during the last watch and started questioning the men.

And so it goes to prove the first sentence, the life of a sailor at sea on a good tight ship is the best life in the world and even with the storms and the calms, there is no earthly comparison.

PICYA Stages Successful Drakes Bay Cruise

ONE HUNDRED FORTY FIVE BOATS, both sail and power, participated in the first annual PICYA cruise to Drakes Bay, 65 miles up the coast from San Francisco.

Under the Honorary Chairmanship of Fleet Admiral Chester Nimitz, the Inverness Yacht Club hosted the bay areas yachting fraternity.

The purposes of the cruise were manifold, but specifically to do two things, one was to commemorate the centennial of California as a state and, two, the visit of Sir Francis Drake in 1579 on his famous cruise around the world.

The course for both contingents, which started separately, was the

same and included a straight leg to Drakes Bay monument to round the special buoy and rendezvous and then proceed to the entrance to Tomales Bay, where pilot boats escorted the fleets to anchorages in close to the Inverness shoreline. The sailing contingent was under the command of Gus Barth and let by Commodore of PICYA H. G. Stevens. The power boats were led by Vice Commodore of PICYA Harry Barusch on the *Mary Kay*.

Capt. A. S. Oko of Inverness Yacht Club, was general chairman in charge of the Inverness end of the program, which included a barbecue of beef for over 600 people—all hungry.

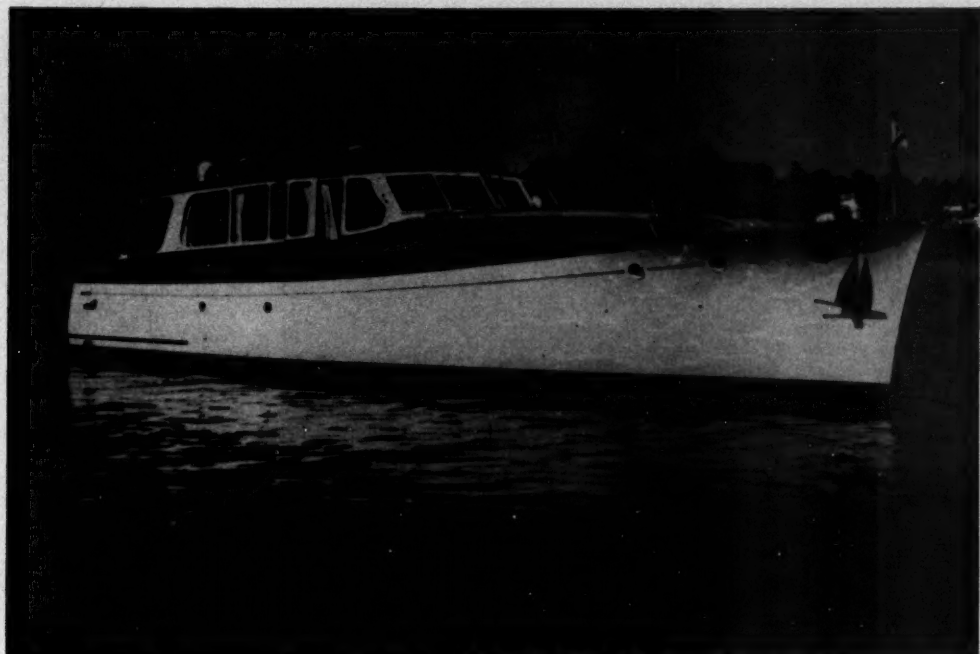
As part of the cruise, each boat re-

ceived a flag properly identified as participating in the PICYA 1951 Drakes Bay Cruise and each member received his certificate indicating membership in the Navigators Guild, all very official looking and attested to by Fleet Admiral C. N. Nimitz.

The evening after the barbecue was spent in dancing at the Inverness Yacht Club house and announcements as to tides for the cruise were announced. Departure the next day was at the pleasure of the skippers and all day small groups of boats were leaving the harbor. Altogether the round trip was a 125-mile affair from the Golden Gate to the entrance of Tomales Bay and next years event is already in the planning stages.



Boats at anchor off Inverness during the Drakes Bay Cruise of the Pacific Interclub Yachting Association.—Paul Tracy photo.



Here is the "Joje" in Portland harbor in October.

THE 65-FOOT "JOJE" —

Built for Year-Round Cruising

THE new Oregon-owned cruiser *Joje*, built this past year for Howard W. Irwin, prominent Portland yachtsman, is one of the finest power boats ever produced on the Pacific Coast, a boating paradise recognized for the excellent craft it conceives and produces.

This beautifully-appointed *Joje* derives its name from the combination of Josephine and Jean, Mr. and Mrs. Irwin's twin daughters.

This new cruiser is just as outstanding for its equipment installations as it is for its fine appearance, has twin diesel engine power and virtually complete electronics and accessories. She is 65 feet long, a 15½-foot beam and much more spacious than visualized from the exterior picture.

The use of diesel engines in *Joje* is one more mark toward a trend of powering the larger Pacific Coast cruisers with diesels. These twin propulsion engines are General Motors,

Series 6-110, 275-hp. The engines were sold through Gunderson Bros., Portland, Ore., distributors for General Motors marine engines. GM reverse and reduction gears are at 2-to-1.

Power is transmitted through 2½-inch Monel shafts, fitted with Goodrich Cutless bearings turning 32 by 29-inch Olympic propellers.

The *Joje* is most impressive in its interior planning and appearance. The main cabin is in the salon class. On first entrance the impression is one of openness and lightness. The main cabin windows are large. Everyone commands a full view forward and aft, port and starboard, wherever he stations himself. It is a pleasing blend of mahogany, gleaming glass and stainless steel, and upholstery and carpeting.

In discussing boats, the comment is often made that a particular craft is, "very big for her size."

Joje is one of the very few boats—

and the only power boat—that has so impressed the writer when he stepped aboard.

For 65 feet, she is really big! Few experienced yachtsmen, unable to see her over-all length before taking a tour through the boat, would estimate her length at less than 75 feet. In the engine room, in the salon and galley, in the staterooms — everywhere you're impressed with luxurious roominess.

This marvelous water-borne condition has not been achieved at the expense of omitting a second head, reducing working space in the engine room to snake proportions or sticking all the controls on the cabin top. It is the result of the 10 boats formerly owned by Mr. Irwin and a lot of juggling by architects and manufacturers.

It is this feature of expansive appointments — radar, inter-com., big diesels and remote controls notwithstanding—that most impresses visit-

Built By Bellingham

"JOJE"



"Joje" pictured in Portland Harbor

"'Joje' is one of the finest power cruisers ever built on the Pacific Coast—" writes PACIFIC MOTOR BOAT.

Data for "JOJE":

65' x 15'.6" luxury cruiser designed by Edwin Monk. Hull double-planked, Everdur-fastened, Wolmanized anti-rot oak frames. 550-hp. twin-screw diesel propulsion. Sustained sea-cruising speed 14 knots. Radar, ship-to-shore phone, automatic pilot, direction finder. Stainless steel galley in deckhouse.

A Yard that has the Facilities:

8 Covered Construction Ways—Boats up to 200 Feet
3 Haulout Ways for Vessels up to 300 Tons
Dry Storage Facilities for Winter Haulout
35-Ton Dock Crane
Complete Machine and Electric Shops
Wood Lamination Plant

★ 1941—1950

Constructed 106 Vessels:
Pleasure — Commercial — Military

★ 1951 CURRENT PROGRAM

16 Minesweepers for U. S. Navy
Repairs and Storage of Civilian Craft

Bellingham Shipyards Co.

SQUALICUM WATERWAY

BELLINGHAM, WASHINGTON

TELEPHONE 5020

18

PACIFIC MOTOR BOAT

February 1952

ing yachtsmen.

Working from the tremendous design job, a lot could be done. It was. The intelligence of the space allocation was matched in both the choice of equipment and its location. What equipment is used has been incorporated into the boat, not hung on it. Radar, radio receiving and transmitting equipment, fathometer, switchboards—all are built in and are out of harm's way, yet all are accessible for repair and adjustment. The entire boat reflects intelligent planning and careful construction.

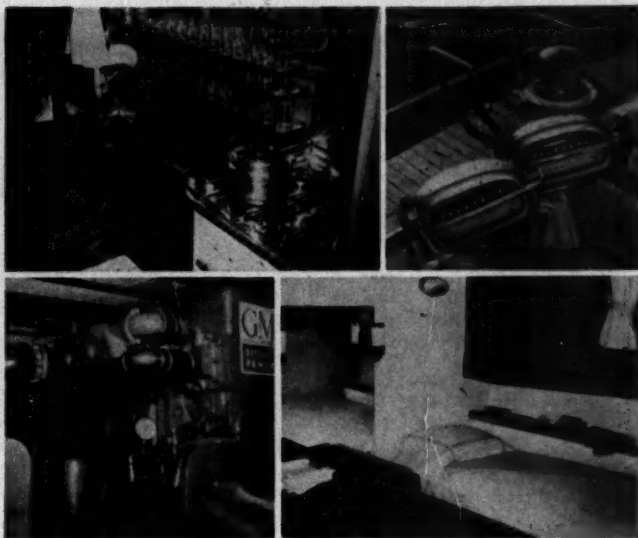
This galley, which makes so much good use of stainless steel, is really an integral part of the main cabin. It occupies an area to the aft of the cabin, starboard side and is adjacent to the cockpit. The galley door opens into the passageway between the cockpit and the main cabin. Large plate glass windows wall off the galley from the cabin and there are sliding openings in the glass for passing food and service directly from the galley to the dinette table in the main cabin.

This galley is one of those that will particularly catch the eye of the woman. It is on the main deck where she gets a full view of all scenery and of all cabin activity and conversation. She has contact with the cockpit with a few brief steps; the same for the main cabin, so she can have quick access to virtually all above-water activity that goes on and still keep a watchful eye on the range. This unit burns butane gas, is of the household variety, adapted with stainless steel top and rough-weather rails.

The galley has work surfaces on all sides, is fully convenient and more spacious than many apartments. Stainless steel twin-sinks, stainless steel work surfaces and lots of drawer and rack space complete the mahogany and plate-glass scheme of things. The refrigerator is an electric one.

A whale of a lot of planning and designing went into the preliminary stages of the *Joje*. Howard Irwin worked very close with the designers and the builders. Edwin Monk and Lorne Garden, Seattle Naval Architects did the designing. There were successive stages of planning and re-planning with the owner to produce such a complete and well-thought-out craft.

The hull follows closely lines that have been developed by Monk and Garden in their experiences with Pacific Coast designs. The *Joje* has a reverse curve to the frames adjacent to the keel which deepens the draft without detracting from the speed of the boat. This tends to materially add to the boat's seaworthiness. The



The galley on the "*Joje*" in its place on the main deck is truly a sailorette's dream. This picture shows half of it, including a corner of the full-size range, and the stainless steel and mahogany work spaces. Glass in generous proportions gives vision four ways. The "*Joje*" carries two outboard motors, Evinrude's, and they are shown in the cockpit stowage. The lower left photo shows a part of one of the twin GM diesels and right is one side of the owners' stateroom, spacious and well-appointed.

boat is equipped with "rolling chocks"—longitudinal bilge keels on each side of the boat—to reduce rolling. Owner Irwin has had several good opportunities to observe her performance in rough waters and he reports very favorably on her stability.

Bellingham Shipyards, with foreman Art Nordblett supervising the work, built this cruiser and Mr. Irwin was able to take over at Bellingham and have his first shake-down cruise in the adjacent San Juan Islands. The boat reflects quality boatbuilding.

While the women of the Irwin household take particular pride in the excellent galley, and well they may, the skipper had a hand directly in several features of particular noteworthy.

He did a lot of personal research to lick the always-present bugaboo, electrolysis. A special copper tube encircles the hull, inside, passing around the boat from stem to stern.

First, all electrical equipment is grounded to it; then all the stationary metal equipment—tanks, shafts, rudders, struts, even deck equipment like the anchor windlass. It is remindful of degaussing layouts in minesweepers.

Mr. Irwin's close knowledge of the lumber field is reflected in the obtaining of lumber for the hull. He supervised lumber selection and the quality of the wood on *Joje* is of the highest order.

Port Orford cedar is used extensively, including planking, deck beams, decks and the like.

The framing introduces something different. If not entirely a new thought it is one of the first applications of its kind for the Wolmanizing process. Good white oak for the frames was not obtainable so Mr. Irwin purchased red oak and had it Wolmanized. This process caused no problems for the steam bending operation on the frames. For those not too familiar with prevention of rot, termite and general deterioration of lumber, Wolmanizing is a proven preventative for structural fir and soft woods, including boat lumbers, but does not greatly increase weights, nor does it leave surface oils and stains. But for utilizing red oak in place of white for boat frames it is unique and offers possibilities to others.

The hull is double-planked, the inner skin composed of spaced diagonal planking. The outer planking is wedge-caulked, a method of caulking used extensively in Monk boats. Caulking cotton and compounds are replaced with fitted wedges, shaped and glued in place in the seams. The hull then becomes, in a sense, a rigid and seamless structure.

The *Joje* is really 20th Century-modern with its own radar. A Raytheon unit, the Mariners Pathfinder,

Jr. model has its scope very close to the wheel and navigating instruments. The skipper can use the radar and quickly transmit courses to his "mate" at the helm. Mr. Irwin made considerable use of the radar while summer cruising in Puget Sound and during coastwise cruising. He is very enthusiastic about its performance and benefits. He did a lot of night cruising and was able to pick out drift with ease, and to avoid it. He even got a chance to use it on a few foggy nights during the summer.

Then there is the Bendix Ultrasonic Depth Recorder, model number DR7. The recording face is between the wheel and the radar and is convenient for the entire operation during poor visibility. This was purchased through Pacific Marine Supply Co., Seattle.

The compass is a Kelvin-White Constellation from Pacific Marine Supply and the automatic steering is with Allen Automatic Marine Pilot.

Power for the electronics and the electrical equipment is on a 32-volt system. There is no auxiliary generator. Each diesel is mounted with an oversize generator.

The instrument panel directly before the navigator is quite complete and handy even to electric gauges for all the tanks.

Switch panels for the electrical systems and the engine room blowers are recessed on the port side of the cabin and very handy.

All the deck hardware is stainless steel and was made especially for the *Joje* by Skutt & Sons, Olympia, Washington.

The deck winch is a Bennett, made by the Lee H. Bennett Co., Seattle. A Bennett capstan, vertical-type winch, was installed on the afterdeck and is very hand in snubbing in the stern of the boat with power. It operates with



Here is Howard Irwin checking the instrument panel. It should be pointed out that Mr. Irwin had come down from his office to show the boat and this is not a nautical shot taken during a cruise.

a fast switch, leaving both hands of the operator free to handle the line.

Night docking is made easier for the skipper with the Morse bowlights. These are recessed at each side of the bow below the deck level, and give clear lighting of the water surface without reflection in the skipper's eyes.

Another prime convenience are the three Trico air-operated windshield wipers. These have also been equipped with Trico Squirts, the automotive windshield washers. The water squirts to the windshield from the fresh water tank and because this is under pressure on the *Joje* needs no special booster to this wiper assembly.

The windshield is made of fixed lights of plate glass. On each side of

the cabin are two crank-type windows, manufactured by Kearfott and installed as units. The windshield plate is Solex glare-proof.

Portable Light Co. made the "One-Half-Mile-Ray" searchlight. The air whistle is a No. 2SS Cunningham, made in Seattle.

Besides Pyrene portable extinguishers, the *Joje* is protected in the engine room and in the storage room below with a CO₂ system that is both automatic and manual. This was also purchased from Pacific Marine Supply along with the "One-Half-Mile-Ray" light.

Looking about the boat in general, she sleeps six in permanent staterooms and two extras with the davenport opened. The galley is 10 by 10 feet and the main cabin is 13½ by 12 feet.

Accommodations are forward, below. Crews quarters are in the fore'sle, the guest stateroom is middle and the owners stateroom is closest to the pilothouse.

The guest stateroom has a water closet and wash basin, dressing table and seat and its own wardrobe.

Owners' stateroom has two berths, dressing table, water closet and basin and a shower.

Heating for the boat and hot water for the galley and the accommodations is from a Model B-2 Allen boiler with automatic oil burner supplying automatic hot water and heating through copper convectors.

The engine room, complete with work bench, is beneath the main cabin.

The cockpit is a roomy one. There is a Monk boarding platform and in the transom space is a fish locker on one side and a vegetable locker on the other.

The *Joje* carries her dinghy overhead. This dinghy is a 10-foot molded plywood craft turned out by Grandy Boat Co., of Seattle. There are two davits to swing the dinghy overhead and these are accompanied by a Doist Dinghy Hoist, manufactured by the Diamond Manufacturing Co., Schenectady. There are two Evinrude motors carried on the *Joje* for powering the dinghy. These are varied in horsepower.

The Irwin family started out with some intermittent Puget Sound and British Columbia cruising during the summer months. Next it was down to the "home port" Columbia River with some interim fishing at the mouth during the Astoria Salmon Derby.

Came October and the boat left for sunnier climes with a fast trip down to San Francisco, at an average 14 knots during this trip down the coast.



Here is a view of the navigator's seat. Note the full grouping of controls, the Kelvin-White Constellation compass and the Bendix Depth Recorder. The picture on the right is the Raytheon Mariners Pathfinder, Jr. Radar. While these are two pictures, the units are mounted in the same approximate position in the cruiser.

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Portland yachtsman Howard W. Irwin has installed the finest of equipment aboard his cruiser, the beautiful new "Joje," including the DR-7 Bendix 100 fathom Depth Recorder pictured above. Among other top-quality marine items equipping the "Joje" are included a Wilfrid O. White Constellation compass, Goodrich Cutless rubber bearings, Portabell Light Company's "One-Half-Mile-Ray" searchlight, Cunningham Air Whistle, Pyrene portable fire extinguishers, as well as a complete CO-Two system for protection in engine and storage room.

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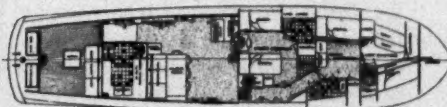
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The 65-foot "Joje" recently completed for Mr. Howard W. Irwin of Portland, Oregon. It's equipped with the Bendix Depth Recorder for foolproof navigation.

This famous navigating instrument is one of the most important installations aboard the luxurious 65-foot Portland, Oregon yacht, "The Joje," recently completed for Mr. Howard W. Irwin.

Personally selected by Mr. Irwin, the Bendix Depth Recorder DR-7 produces a visual, permanent record of undercraft conditions the instant the "Joje" passes over them. It has a range of 100 fathoms. With this equipment Mr. Irwin can navigate unerringly in any weather, night or day. In addition, the Bendix is famous as a fish finder and for use in survey and research work.

There is a Bendix Depth Recorder for every requirement, including the new low-cost Model DR-10 designed especially for the private owner. Write the factory for complete information.



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They Cover the Waterfront

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catching smugglers, stopping
thievery and helping
the kids! All in a days work
for Los Angeles patrol...

IT took five years of earnest and cooperative effort on the part of Robert M. Allen Jr., chairman of the Harbor Safety Committee of the Marine Underwriters Assn. of Los Angeles and Rear Admiral Frank D. Higbee, USCG (Ret.) port warden, Los Angeles, to establish the need for police patrol boats in Los Angeles harbor. But now two 38-footers give boat owners all kinds of police protection through regular nightly patrols of waterways and on-call daytime service.

The Harbor Safety Committee climaxed its study of harbor conditions by a "sample" harbor night patrol and learned from it how badly needed was a police department patrol of all the anchorages, piers, boat yards and many potential hazards in Los Angeles' 4,250 acres of water area. Shortly after, Mayor Fletcher Bowron met with heads of police, fire and harbor departments to study the results of the Committee's work. The two boats put into patrol service were purchased for one dollar apiece from surplus and were put into condition by officers of the new patrol. They have done their job so well of policing and patrolling that insurance rates on vessels in the Los Angeles harbor area have been reduced and, contrary to conditions in other ports (excluding Newport Beach) in Southern California, there will be no increase in rates as long as the protection from these two vessels continues.

Police officers assigned to harbor patrol are all versed in navigation. Officer Andrew Hall (Coast Guard Reserve) holds unlimited master's papers and has trained other officers in dead reckoning and pilotage in a three-week course he conducts once a year. Wall is on duty during day hours and J. T. Mayse, W. A. Erick-



The two-way Motorola radio telephone, communicating with fire and police departments, keeps the patrol boats informed of emergency calls. Racing along, as shown above, the boats speed to fires, burglaries, sinkings, drownings and for a check on illegal dumping of refuse, oil and other types of pollution.

son, W. B. Bensman and F. K. Lorenz share night patrol duty, which begins at 4:30 and continues until 1 p.m. Interestingly enough, Wall and Bensman are sailing enthusiasts, both own H-28s; Bensman is completing his boat now, the hull of which was built at Morgancraft in Gardena. Erickson has a 35-foot cruiser. Wall was born in San Pedro and over the years has come to know the waterways of the harbor thoroughly and has climaxed his association with boats by marrying the daughter of one of the best-known boat-builders in San Pedro, John Rados, head of Harbor Boat Building Co.

The "insurance protection" of these patrol boats was recently dramatically illustrated when, on night patrol, one of the boats discovered a fire raging aboard a large purse seiner docked at Berth 73 in San Pedro. Had the fire not been discovered, the entire fleet of some 100 purse seiners might have suffered much, or even

total, damage. The nearest fire alarm boxes are over a mile away. Another fire detection occurred when a major conflagration aboard the *Anthony M* was noted and reported.

The log which is kept by officers-on-patrol is characterized by brief, terse comments which are understated statements of duties performed; arrests of burglar suspects aboard boats and at anchorages; assistance given to vessels and small craft in trouble; reports of boats sinking at docks; detection of vessels running without lights; first-aid and help given to boats afire or with gas-fume explosions; tows of boats whose engines have failed and were in danger of grounding; oil spills reported and removed; recovery of bodies of victims of drowning accidents.

The Los Angeles Yacht Club, whose members were plagued with theft and pilfering of their boats at anchor, reports that such thievery is almost non-existent now.



YACHTSMAN:

"How do you keep the club launch looking so trim, Harry?"

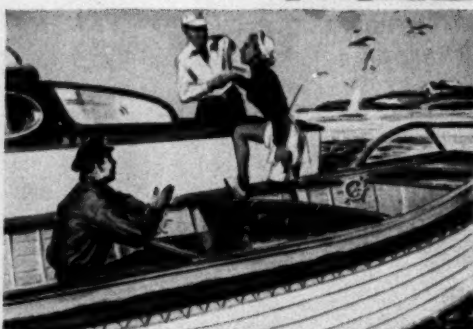
LAUNCHMAN:

**"Dulux Yacht White, Mr. Duncan,
It's the White That Stays White!"**



LAUNCHMAN: "This launch takes a beating doing ferry duty, and these oily harbor waters are quick death to just an ordinary finish. But with DULUX on her topsides she keeps a fresh-painted look right through the season."

MR. DUNCAN: "She looks like a million bucks!"



MRS. DUNCAN: "Fred, why don't we try DULUX on the MINGO?"

LAUNCHMAN: "I think you'll like it. DULUX goes on easy, without brush marks. It really covers the seams, and you won't get better hiding."



MRS. DUNCAN: "Harry was right! After a season's weathering, the MINGO looks as white as she did the day she went in the water."

MR. DUNCAN: "And repainting's going to be a cinch. We won't have to do a lot of back-breaking work before putting DULUX on again."

REMEMBER: when it's fitting-out time in your waters, start the season right with DULUX.



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BETTER THINGS FOR BETTER LIVING... THROUGH CHEMISTRY

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Los Angeles police patrol boat officers: (l to r) Andrew Wall, F. K. Lorenz, W. B. Benson and J. T. Mayse. Wall holds unlimited papers. Center photo shows Watchorn Basin where, in

good and bad weather, pleasure craft are checked for safety and security; and right, the officers always keep an eye out for small fry paddling around. This young pair, learning early, were becalmed.

The patrol boats work closely with craft of the Coast Guard and with harbor fireboats and are ready at any time to give assistance in emergencies to which such boats may be called.

Even in these days when mutinies aboard vessels are a rare occurrence, the police harbor patrol was called upon to quell an uprising on a Greek ship which was bunkering near the breakwater. The crew wanted to go ashore on the oil barge and threatened the boat's captain. Both patrol boats answered the distress call and officers soon had the situation in hand.

One of the tasks of the boats, usually performed by Officer Wall on day-duty, is the dumping of confiscated narcotics, firearms and pornographic material, on order of the police department, and taken from the law

courts hearing such cases. On a recent "dumping" trip 500 arms, some 500 hypodermic needles and \$8,000 of narcotics were disposed of.

During a recent labor dispute involving several lumber vessels, the patrol boats acted as escorts and stand-by for the ships in and out of the harbor.

The patrol boats, says Port Warden Higbee, are a partial answer to a need which was recently highlighted in a government report estimating that the Los Angeles-Long Beach harbors are unsurpassed in the nation as to jeopardies and the most vital harbors to national defense on the Pacific Coast (petroleum is the cue here—70% of the oil shipments on the Pacific Coast originate here).

Of particular value to the pleasure boat owners is the patrol by the boats

of the many yacht moorings, clubs and boatyard anchorages in Los Angeles harbor's 46 miles of waterfrontage: Cabrilla Yacht Club, Los Angeles Yacht Club, Santa Monica Yacht Club; the vast Terminal Island harbor-front and boat yards; Todd Shipbuilding in San Pedro; Watchorn Basin yacht landings; East Basin yacht landings.

Astoria CGA Flotilla Assists in "Errio" Fire

Coast Guard Auxiliary Flotilla 76 of Astoria, Oregon, stepped into the breach December 20, the day the Danish motorship *Errio* caught afire at its anchorage in the Columbia River, and spent a busy morning searching the lower Columbia River area for a lifeboat and rafts reported missing from the vessel.

Instead of using boats, however, the flotilla sent up five of its privately-owned and operated planes which made a minute aerial search under the direction of Dr. Walter Hay, flotilla commander. The area was too large and the water too rough for a successful survey by boats.

Two rafts were sighted, but both were found to be empty.

Visiting Craft Inspection Service in B.C. Waters

Small vessels visiting British Columbia waters from south of the border will benefit from the establishment of a floating inspection station for Canadian customs and immigration services in Vancouver, to be moored in Coal Harbor.

The service barge is now being built and will be ready for use by the time the northward tide of powerboats starts in the spring. The station will accommodate southbound Canadian vessels as well as incoming craft.



The patrol looks for broken mooring lines, fires, prowlers and all kinds of security. To speed up boarding craft and piers, a hook-type ladder is part of the equipment.

IT LOOKS LIKE AUGUST 9 IS SET FOR GOLD CUP RACE

AUGUST ninth, 1952, is a Saturday. It looks like the best time for the running of the 1952 Gold Cup on Lake Washington.

This date hasn't been finalized but it is getting a lot of consideration from the committees.

In the meantime, things are really getting warmed up east of the Rockies just as everyone figured they would. This will be only the second time—the second time in a row, too—that the classy racing boats have come West for the Gold Cup.

By now they know that they have to give the two Stanley Sayres-owned *Slo-mo-shuns* boats something a lot hotter than just another racing run for it or they will not be taking the Gold Cup out of Seattle in 1952.

Some of the activity runs like this: *Miss Pepsi* won an important eastern race on September 13. This is the President's Cup Race on the Potomac. Among viewers of the race was Ted Jones, able designer and driver of the *Slo-mo-shun* crafts, who went back from Seattle to take it in. *Pepsi* averaged 78.611 on rough water for 45 miles of racing. *Hornet* and *Gale II*, both '51 Gold Cup entries, were in there close all the way.

But most important of all is the boatbuilding activity in the Detroit area and on the East Coast that indicates that some five new and improved craft will be after the Gold Cup come August.

Despite all the official talk about

eventual elimination of two-engine craft, word is around that Jack Schaffer, the Michigan bread mogul, has a two-engine boat building that talks of theoretical speeds of 240 mph.

Horace Dodge expects more out of *Hornet* and may have two entries, one brand new.

One of Dan Arena's boats, now called *Miss Great Lakes II* may be out and Dan Murphy, the guy who had so much trouble with *Dee Jay V* and a broken leg, too, is building another racer.

What about *Slo-mo-shun VI*? There is no indication that there will be a "Number Six" built for 1952 but Stan Sayres has some new engines and there will be some experimenting going on in the coming months and both IV and V may be even faster boats when defending their championships and records.

In this grey, midwinter season the prospect of a Canadian challenge for the Harmsworth Trophy in 1952 doesn't look nearly so bright as it did last summer when Stanley Sayres was burning up the courses and enthusiasm over speedboat racing was at a peak in Vancouver.

Judging from inquiries made by *Pacific Motor Boat* it will take more than a return of the long, sunny days to bring out a promising challenger in British Columbia during the coming season, but it won't be because of any lack of good intentions.

The bite of taxation has discour-

aged some of the Vancouver people who seemed most likely to undertake a challenge in the immediate future, but this is regarded as a temporary situation. Several Vancouver businessmen who have shown a consistent interest in power boating expect that before long a syndicate will be formed to make a determined challenge. It's even possible that such an undertaking might materialize during the coming year, but it's considered highly doubtful whether it would be possible to finance, design and build the type of craft required in the limited time now available for a speed test in the summer of 1952.

Those who have studied the project realize that creation of a worth-while challenger to the "Slo-mo-shuns" and similar craft isn't by any means a simple affair, and if and when the Canadians do challenge for the Harmsworth Trophy it will be on a serious and practical basis in the knowledge that the boat to be entered will be in every sense a genuine contender.

Sam Cromie of the Vancouver Sun, which sponsored the Vancouver exhibition of the "Slo-mo-shuns" in Burrard Inlet last summer, says that he and his brother Don, publisher of the newspaper, had at one time seriously considered building a challenger, but after they had made a thorough survey of the problems involved it was decided that as a personal venture the idea would have to be abandoned. However, Cromie intimated that there was a good chance that several similarly-minded Vancouver yachtsmen-businessmen would form a syndicate and go after the trophy. After the success of the "Slo-mo-shun" exhibition in Vancouver no one is more convinced than the Cromies of the widespread interest in a challenge race.

"There's no doubt that Vancouver has the architects to build a challenger," said Cromie. "But there is also no doubt that building the type of craft needed to dislodge one of the "Slo-mo-shuns" is a specialized business requiring a lot of long-range planning and skillful execution. It's an undertaking that can't be taken on casually and indifferently."

Harold Jones, head of Vancouver Tug Boat Co., and one of Vancouver's best known yachtsmen, shares this opinion.

He, too, would like to see a Canadian challenge made for the Harmsworth Cup and he believes that Sayres would welcome such a challenge. All the Vancouver people who had anything to do with Sayres' participation in the Vancouver demonstration expressed their appreciation



Shown celebrating the 20th Anniversary of the West Coast Yacht Club in Southern California is retiring Commodore and chief cake-cutter, Art Williams, flanked by a number of the club's staff commodores. They are, from the left: Dr. A. R. Hertlin, 1946; L. W. "Bud" Cummings, '50; Frank C. Ruppert, '40; Gene Bellin, '47; Art Williams, '51; John B. Merrill, '48; Dave Forsyth, '34-'37; Gale D. Frey, '49. During the short business meeting, Vern Ruppert was elected to the post of Commodore for the coming year.

of the fine spirit shown by the Seattle man and his offer of co-operation in encouraging a challenge from the British Columbia city.

The feeling of Vancouver power boat men is that it may be too late to do anything effective about it in 1952, but that they are determined to make a bid for the trophy just as

soon as it can be done in a responsible way.

There has been a wintertime black-out of news concerning the prospective challenge of Donald Campbell, son of the late Sir Malcolm Campbell, too. It had been reported last month that Campbell was eager to make an attempt to retrieve the family glory

by bringing to this continent a *Bluebird* that would be a worthy competitor for "Slo-mo-shuns." Negotiations are still under way, but it is understood that the United Kingdom's financial plight and the curtailment of funds for any traveling Briton except on commercial business have put a temporary damper on the plan.

Who's Who in Southern California Racing — —



Officers for 1952 of the newly-formed United Speedboat Association, composed of stock outboard and hydro drivers of Los Angeles and vicinity. Left to right: Bob Knapp, vice commodore; Tom Mitchell, rear commodore; Mrs. Joan Craven, secretary-treasurer; Jack Corner, race chairman; Chris Heinsborgon, publicity chairman; Don Parrott, finance chairman. Absent from this picture is Commodore Ed Craven.



The 1952 officers for the Los Angeles Speedboat Association: left to right, Randolph "Pop" Hubbell, Rossmore, Calif., commodore; Jim Holder, Altadena, vice commodore; Derek Bell, whose husband Bert races various classes of hydros, rear commodore; Doris Holder, re-elected secretary-treasurer, and Dr. Wayne Ingalls, Los Angeles, race chairman.



Among Southern California Speedboat Club award winners for 1951 were, left to right, Bob Sykes, Long Beach, winner of the Kenneth Houston Trophy, the high-point award, won with his 225-cubic-inch Division 1 hydroplane "Dutchess." Center, Ed Olsen, new commodore of the SCSBA. Olsen won the Dr. Louis J. Neva Trophy as E-Racing Runabout Class high-point winner. Right, Paul Sawyer, who drove his "Alter Ego" 120 mph at Salton Sea, is winner of the Arthur L. Bobrick Trophy for the fastest mile on Salton Sea.

New American Power Boat Association representatives are: Left, Bud Wiget, Concord, California, new outboard vice president of the APBA. Center, Fred Hallett of Oakland, California, newly elected to the APBA Council for three years. Right, Marvin "Slim" Beattger, new chairman of Region 12 of the American Power Boat Association. "Slim," past commodore of the Los Angeles Speedboat Association, has been voted the most valuable member in outboard racing for 1951 and is winner of the Pacific Motor Boat perpetual trophy.





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43rd YEAR

PACIFIC MOTOR BOAT

February 1952

LOS ANGELES HARBOR SETS UP A DISASTER PLAN

THE Operations Plan of the Harbor Division of the Los Angeles Civil Defense and Disaster Corps is so well outlined as to serve as a model for other ports to follow in their preparation for natural and man-made catastrophes.

The plan functions under Port Warden Rear Admiral F. D. Higbee USCG (ret.) and consists of volunteer citizens of the original Harbor Emergency Force, which was organized in 1947. It is believed to be the first such organization in the world and it has served as the basis for the new Civil Defense plan, harbor division.

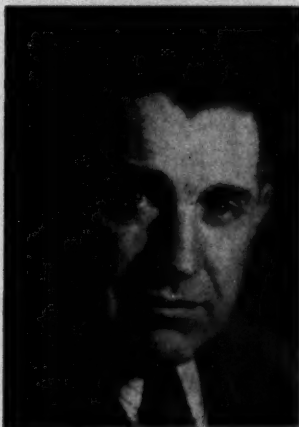
Subordinate command is in the hands of Chief of the Marine Oil Terminals Section and to the Assistant General Manager, Los Angeles Harbor Department; Jack Malseed, superintendent of the Shell Oil Loading Station; and Bernard J. Caughlin, assistant general manager of the Los Angeles Harbor Department.

The plan is so organized as to draw into it every key agency or service in the harbor area:

Ship repairs: manager of Todd Shipyards, J.T. Gilbride; railroads: manager Harbor Belt Line RR., L. T. Laughlin; ship emergencies: president Marine Solvents Co., Bert Hale; stevedoring: Outer Harbor Co., Charles Tilley; tank ships: vice president of General Petroleum Co., Ar-

thur Woll; steamships: superintendent of operations A. P. Lines, William Reagh;

Stevedoring: Metropolitan Stevedore Co., T. W. Bucholz; communications: FCC, J. Lee Smith; marine surveys: American Bureau of Shipping, John Black; lumber terminals: San



Captain William McGillivray, manager of the San Pedro Tugboat Co., San Pedro, heads one of the tugboat sections of the Harbor Division of the Los Angeles Civil Defense and Disaster Corps. The Captain began his association with boats in San Francisco and can spin many a yarn about that city's famous waterfront.

Pedro Lumber Co., Bert Lawsen; ship service: Martin Ship Co., Carl Morabito; pilot: Sr. Pilot LAHD, E. H. Zecher; trucking: Belyea Truck Co., Howard Hatfield;

Constructor: CR Butterfield Co. Constructors, Roy E. Bayerley; fishing vessels: Mgr. Fishermen's Co-operative Assn., Tony Bozanich; water taxis: H-10 Water Taxi Co., John Phipps; U. S. Engineers, Harry W. McQuat; U. S. Custom's Patrol, Frank E. Robinson; press: Byner Martin; fire fighting equipment: mechanical engineer, Paul Hiller; maintenance and repair: LAHD, Henry M. Smith; steamship: Crescent Wharf & Wholesale Co., Capt. Ray Johnson;

Towboats: manager San Pedro Towboat Co., Capt. Wm. McGillivray; fish canneries: South Coast Fisheries, J. S. DeSilva; towboats: manager Catalina Island SS Company, Capt. Clarence Boyd; harbor repairs: LAHD, H. J. Smith; electrical: LAHD, S. C. Sault; sound cars: LAHD, G. H.



Capt. C. M. Boyd, manager of the Catalina Island Steamship Co., Wilmington, and one of two section heads, representing tugboats, in the Harbor Division, Los Angeles Civil Defense and Disaster Corps, operations plan.

Clapp; boats, Fellows & Stewart; tankers: Tankers Loaders Company, Capt. Nathan McKenzie; telephone operators: Green Hills Memorial, R. S. Price; earth moving: contractor, Wm. Van Zandt.

New Anchorage Rules For San Diego!

BOATS in San Diego harbor are now operating under a complete new set of anchorage and mooring rules, resulting from a joint study of harbor traffic conditions by the Navy, Coast Guard, Harbor Department and Army Engineers.

In the municipal yacht harbor fore and aft moorings, except in the 400-foot fairway, will be allowed but only as assigned by the port director. Yachts having regular assigned moorings will not be affected.

Single and fore and aft moorings will be permitted in the municipal commercial boat basin, but these will be supervised by a harbormaster soon to be appointed by the Harbor Commission. The harbormaster also will have charge of moorings and other navigational activities in the yacht harbor but under the general supervision of Port Director John Bate.

A new restricted area within a radius of approximately 1200 feet of the coast guard launching ramp has been outlined. No fishing craft of any size will be permitted to moor or anchor in this area. Capt. Donald MacDiamid, commander of the air-sea rescue station, had urged that the approach to the ramp be kept clear to avoid interference with coast guard planes. The new regulations provide, however, that fishing craft may moor in a 100-foot strip adjacent to the apron wharf at the foot of Laurel street.

A new anchorage area for fishing boats has been provided adjacent to the bark *Star of India* on Harbor Drive. Single and fore and aft moorings will be permitted. The area extends 1300 feet along the quay and 1000 feet into the bay.

The seaplane restricted area south of the San Diego-Coronado ferry lane embraces a large stretch of the harbor in the vicinity of the waterfronts of National City and Chula Vista. There is no change in the special anchorage for naval vessels between the Ballast Point lighthouse and the Naval Fuel Depot at La Playa. Moorings on both sides of the main harbor channel remain unchanged.

"Periwinkle" Wins Portland P. S. Gilmer Trophy Cruiser Race



Winners of the Gilmer Trophy Race of Portland Power Squadron, from the left: W. L. Rupeppell, second place; Don Stout, third place; Art James, first place, with Clarence A. Gilmer, donor of the trophy, a large silver tray, which the winner can keep for one year. Barber photo.

ARTHUR T. JAMES and Bart Woodyard with Bart's big Shain cruiser *Periwinkle*, won the fifth annual Gilmer Trophy predicted log race of the Portland Power Squadron, November 11, by chalking up an error of only .272 percent for the 24-mile course.

In winning, the pair turned in a smaller error than any of the other 23 boats participating. Thirteen of the boats had errors of less than one percent, which was considered exceptionally good.

The *Periwinkle* was entered by Art James and skippered by him because Bart had not yet received his membership certificate in the USPS. James was officially the winner and will have possession of the Gilmer Trophy plate for a year, or until the next annual race.

Portland marine dealers and instrument dealers provided a number of fine merchandise prizes which were distributed to the first ten winners.

Second place went to W. L. Rupeppell, skipper of the *Crystal R*, with an error of .301; third was Don Stout, of the *Poo Too*, error .337. Other near winners were Floyd Bay, *Betty B II*; Stuart W. Ball, *Coho*; Robert L. McCulloch, *Sue-Mac*; William P. Ellis,

Ellisia; Harold Lake, *Mahala*; Frank Koehler, *Billiko* and George Donough, *Comfy*.

The course lay from a point near the Vancouver Shipyard, down the Columbia River to the Willamette and up that stream to the Bonneville power line, thence back up the Columbia to the head of the measured mile, and back to the starting point.

Sam Battaglia was chairman of the race committee, and was assisted by Don Byers, Ewart Edwards, Andy Kullberg and Lawrence Barber.

San Diego Y. C. Stages Predicted Log Race

Officers and their wives from the Marine Corps base in San Diego served as observers aboard the ten cruisers that recently raced for the Donald Burnham Trophy over a predicted log course in and around San Diego Bay.

The turnout was one of the largest post-season cruiser contests yet run by the San Diego Yacht Club and, with the addition of the Marine officers, made it one of the most attractive and thoroughly enjoyed boating events of the season. Taking on the aspect of a leisurely harbor cruise as much as a log race, the fleet made a

short hitch outside the harbor, then cruised in to the Marine Corps Officers Club for mid-afternoon refreshments, then completed the race later in the day.

Included among the officers present were Major General Clement, Marine Base C. O. and Brig. General Ridgely, both of whom were aboard Capt. L. R. Gray's (USN) 75-foot cruiser, *Grayling*.

Burr Carroll's *Spica II* was winner of Class A with an over-all error of 5.73, closely followed by *Grayling*. Class B winner was Berma Bonham's *Bonnie Lee*.

Outboards Race at Laguna Dam

THE utility outboard drivers never seem to weary, for hardly had the waters of Salton Sea settled back into desert calm after the 11th Salton Sea Regatta when 40 boats from Phoenix and Southern California came to Laguna Dam, near Yuma, Arizona, for a runabout and hydro rumpus, November 25.

There were no flips but Jack Lockheed, college student from Santa Ana, became a bird in flight when he suddenly decided to part company with his boat and take to the air. This occurred in the free-for-all or unlimited race. Pete Peters in Class A hit a log and cut a big hole in his boat. Pat Davidson was race chairman, Ed Craven of Pasadena, referee, Jean Craven, scorer, and Russ Hill, measurer.

Here are the results:

A Utility: Charles Harder, *Flapjack*, North Hollywood; Johnny Craven, *Russia Too*, Pasadena; Mike Meahan, *Flapper*, Venice.

B Utility: John Craven, Pasadena; W. D. Smith, Blythe, Calif.; Chuck Van Dyke, 97-C, Yuma.

D Utility: Jack Lockheed, *Rogue*, Santa Ana; Johnny Craven, 200-C, *Russia Craven*; Bob Lockheed, *Pit Man*, Santa Ana. The second and third place winners here were a tie, but young Craven won on time.

A Hydro: Elgin Gates, *Pearly Gates*, Huntington Beach; Sherry Cornelius, Blythe; Keith Collier, Blythe.

B Hydro: Elgin Gates, *Pearly Gates*; Hub Reed, Blythe; Sherry Cornelius, Blythe.

D Hydro: Mike Davidson, Yuma; Jack Lockheed, *Rogue II*; Elgin Gates, *Pearly Gates*.

Free-for-All: Mike Davidson, George Peake, Southgate, and Jack Lockheed.

Rose City Y.C. Election

Harold Spoelstra was elected president of the Rose City Yacht Club at its annual meeting in December. He was vice commodore during 1951. Others elected were Tom Green, vice commodore; John Kenamo, secretary; Hal Saunders, treasurer; Dave Young and Elvin Truitt, directors. The club recently obtained a permit from the army engineers to enlarge its moorage by extending it farther into the Columbia River.

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for **DEPENDABLE MANEUVERING**

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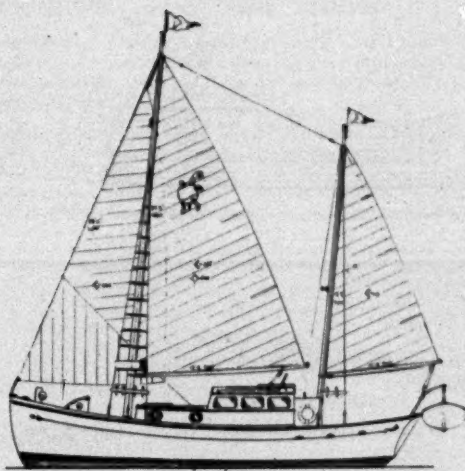
MARINE PRODUCTS COMPANY

"Galapagos"— A 38-Foot Cruising Ketch

FROM the boards of Hugh Angelman and Charlie Davies of Palos Verdes Estates, California, have come plans for a sturdy 38-foot cruising ketch for use in the Gulf Coast area.

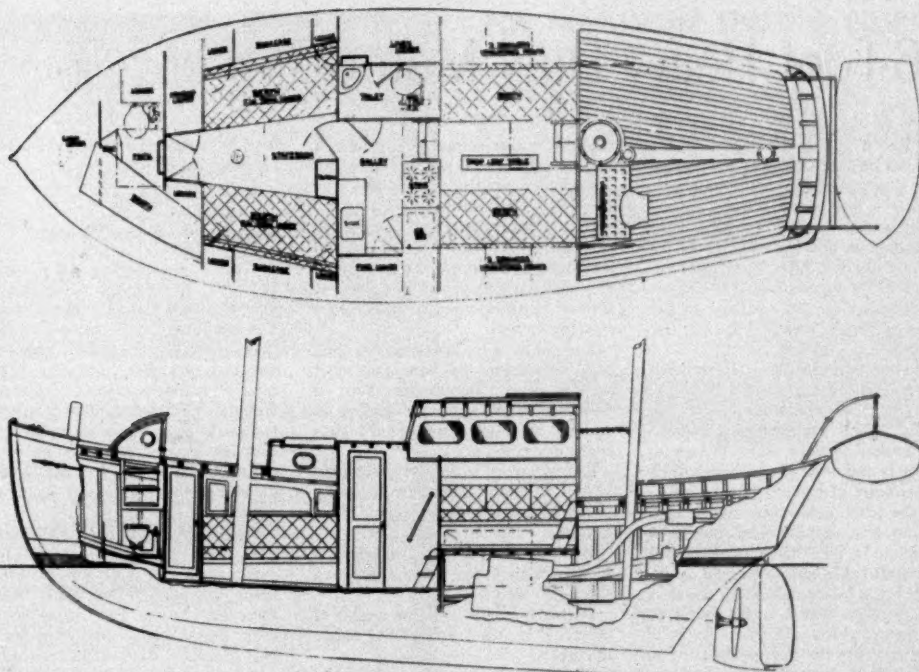
Resembling in appearance the South Coaster design of Angelman's—a design that has proven very popular along the Pacific Coast—the Galapagos combines the features of a modern and efficient sail plan, a heavily constructed hull and diesel power.

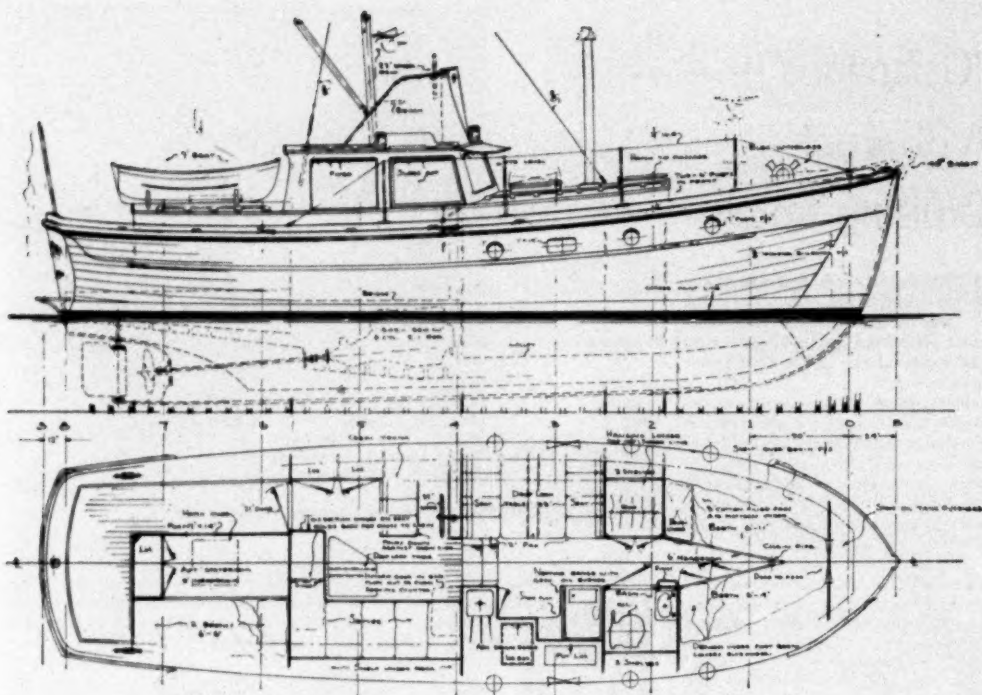
Designed for J. V. Blair of Corpus Christi, Texas, this boat will be built by Francis Brander of Biloxi, Miss. and will be used by Blair for Gulf cruising.



The 38-foot boat will have a 12-foot, 9-inch beam, a 5-foot draft, and 33-foot waterline and will displace 24,420 pounds. Hull will be of 1 $\frac{1}{2$ -inch bent

oak frames, 1 $\frac{1}{4}$ -inch oak floor timbers and 1 $\frac{1}{2}$ -inch Douglas fir planking. Power will be a 85-hp Kermath diesel engine.





36-Foot Heavy Duty Motor Cruiser

HEAVY duty motor cruisers seem to be increasing in popularity every year and this 36-foot craft is sure to find many friends among power boat men. She is to be named *Journeyman* and was designed by William Garden, Seattle naval architect, for Burton Dinius, Jr., who is building her for his own use at his home at Three Tree Point, near Seattle. Beam is 10 feet.

The owner desired an easy running boat suitable for extended cruising, with good accommodations for his family. The below deck arrangement has worked in very well. The state-rooms in the ends of the boat afford a maximum of privacy and by keeping the after cabin low the current "prune drier appearance" has been eliminated. Two berths are located in the aft cabin and toilet will be installed at a latter date.

The bridge has a settee berth to starboard which will prove to be a good spot for the skipper to turn in during an uneasy night in a bad anchorage. The "L" shaped end of the settee hinges up for access to the aft

cabin. On the helmsman's side is a folding upholstered seat for steering. A dropleaf table on the bridge will serve as a chart table or for refreshments. Two lockers are located to port under the side deck. Two control stations are provided, with a 22-inch wheel on the bridge and another above on the flying bridge. Gear steering is used.

The galley is equipped with an oil-burning range, ice box and good locker space. The dinette floor is raised to provide greater foot room and the step up affords good locker space underneath.

Next forward is an ample hanging locker, while to starboard is the toilet room with toilet and basin. Two berths are located in the bow.

Headroom throughout is 6 feet, 2 inches, with 6 feet in the forward cabin.

Power will be a gasoline engine of about 100 hp fitted with a 2-to-1 reduction gear.

William Garden informs us that the cost to duplicate this boat at the present time is \$15,000 ready to go, but

without personal equipment such as bedding and dishes.

♦ ♦

Risedorph Buys "Salee"

"Judge" Lawrence Risedorph, Portland, president of Robertson Freight Lines, has purchased the 72-foot schooner *Salee* in Seattle and plans to outfit the boat for extensive northern cruising, probably beginning with a trip around Vancouver Island next summer. Risedorph is a former Tacoma resident, with a long cruising record behind him. He moved the *Salee* to Tacoma to be dry-docked and reconditioned during the winter and spring.

The *Salee* was built in 1927 on the east coast and brought west four years ago. Her hull was fashioned from long leaf yellow pine, copper fastened. Decks and house are of teak. The masts, 85-foot main and 79-foot foremast, carry 2300 square feet of working sail. Ballast, inside and outside, is 40,000 pounds of lead (yes, lead).

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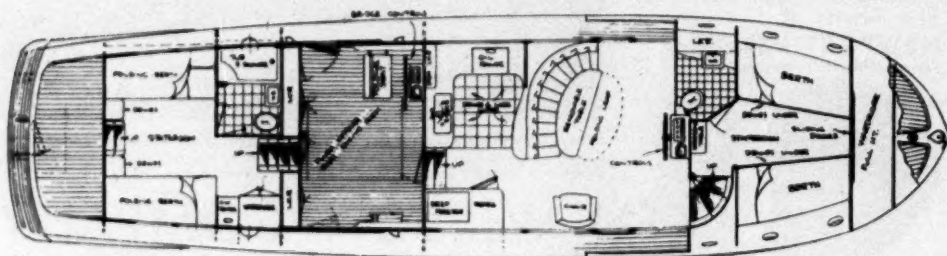
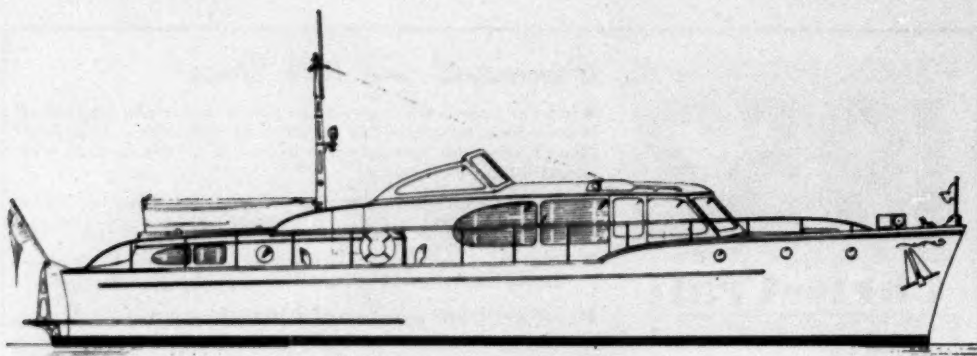
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53-Foot Cruiser Has Twin Screws Plus Troll Prop

ONE of the best appointed cruisers planned for building this spring is the 53-foot craft designed for A. Bloss of Seattle by Edwin Monk and Lorne Garden, Seattle naval architects. The Grandy Boat Company has the cruiser under construction, with delivery planned for late March or early April.

The cruiser has many unusual features. Outstanding is the use of triple screws. The propulsion engines are twin Scripps gasoline motors of 225 hp each. These will turn 22-inch Olympic propellers through 1.5-to-1 reduction gears. Main engines are cooled with Sen-Dure heat exchangers. Cruising speed will be 12 to 14 knots.

The third engine is for trolling and auxiliary use. It is mounted a little aft and between the two propulsion engines, its shaft coming out at the skeg and stern post. Chosen for this engine was a Graymarine Lugger Four-162 with a Twin Disc clutch mounted aft of the standard Gray reverse gear. The trolling engine will

turn a Hyde two-blade feathering wheel for speeds up to 5 mph.

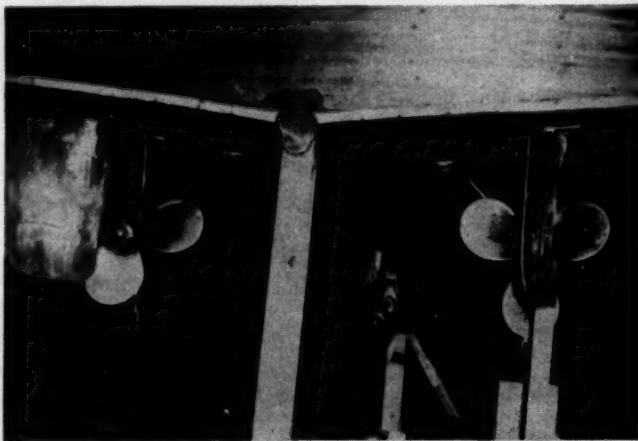
Beam of the cruiser is 13 feet, 6 inches. The hull is of hard bilge, round bottom construction, with a clipper bow. Frames are of white oak. Planking is red cedar, wedge-seamed, topsides, and Alaska cedar, bottom. Stem is of gumwood and keel is of fir. Decks are teak over plywood. Cabin-

sides are of Philippine mahogany.

The transom will be fitted with a door, a feature of the Monk-Garden designs of recent years.

Ample cruising range is provided by 500-gallon fuel capacity in two tanks. The cruiser will carry 250 gallons of water and 50 gallons of stove oil. The entire boat is protected by an automatic CO₂ system.

The cruiser will have a complete heating system designed by Wix Cool-



A view of the propeller and shaft arrangement on the 53-foot cruiser designed by Edwin Monk and Lorne Garden for A. Bloss of Seattle. At each side are the 22-inch wheels and shafting from the twin 225-hp Scripps engines; the center wheel is feathering and is turned by a Graymarine Lugger gasoline engine.

er Company. This is a hot water system using a 20-gallon Galley Maid hot water tank, the new Wix diesel oil-fired boiler and three radiators. Engine cooling water provides heat and hot water while running. At anchor, the Wix boiler takes over.

The electrical system is 32 volts for lighting and 12 volts for starting. Two Onan 32-volt, 1000-kw generators, one off the main engine and one off the auxiliary engine, maintain the 32-volt Willard batteries. For shoreside, a Constavolt marine converter will be installed.

The cruiser is controlled from two stations with Naud Aer-O-Trol controls for the main engines and manual controls for the Gray auxiliary. The flying bridge will be equipped with a portable canvas top as either a sun or rain shield.

Navigational equipment will include a 100-watt Fisherfone Captain and a Model 500 Fisher outside loop direction finder. Automatic steering will be by a Model 45 Photo-Electric Pilot with course changer.

Accommodations and general arrangement details may be seen in the accompanying outboard profile and arrangement plan.

Southern Yachting

(Continued from Page 9)

"We just don't have the kids," stated Peebles, "and until we get some, we're just not going to get anywhere." Needless to say, they're working on the problem.

So is the Long Beach Yacht Club, in the past a big club in competitive yachting circles. The Southwestern Yacht Club with its marvelous new location in San Diego Bay is introducing a program designed to bring both youth and boats to its group.

The colleges and universities throughout the western states are not only offering credit and recognition to windjamming students, but in many cases are buying racing dinghies in which new devotees can sail and race. The Intercollegiate Yacht Racing Association is putting on more and more top-notch races for college students.

All these factors make for the changing complexion we've seen and will continue to see in Southern California yachting circles. More husband and wife combinations in everything from Ken Schmidt's 10-metre sloop, *Hilaria*, on down to Joe McQuilken's Penguin dink, *Twink*, and more and more clubs adjusting their sights to encourage more of same.

As the jaws wag and the fires snap and hiss, only one important topic relative to boaters is conspicuous by



Among winners in the 1951 Northern California Power Cruiser Association racing competition were, left to right, J. C. Rear, J. W. Morrison, Marvin Cordoso, Dr. Frank Burton, H. M. Koch, Ed Wise, Judge J. D. Quinn, Jr., L. C. McKinnick, Ed Hopkins, Harry Beresch, Dutch Schoefer, Bob Hoeckele and Manuel Fegundes.—Paul Tracy Photo.

its absence—discussion of the new big boats that are going to be built.

"Guys can't afford them and we can't get the materials if they could," is what you hear from such veteran builders as Rusty Fellows, Bob Carlson and Carl Chapman.

Over the past year three ocean racers were built in Southern California aside from the K-38's that the Kettenburgs have been turning out. Of those three, only one—Walter Franz' California 32 sloop, *Andale*—was of the heavy displacement type that in the past have appealed to both builders and owners so much.

At this writing, six of the larger boats are underway or assured of construction, two of which are K-38's. Of the remaining four, one is a light displacement boat of about 32 feet for Fred Wright of Los Angeles; one is a cutter for Gene Wells of Los Angeles; a third is a 50-foot racing cutter, and the fourth is a 58-foot heavy displacement motor sailer for G. A. Mitchell of Pasadena.

New blood for the ocean racers, however, is coming in the form of reactivation of formerly dormant racing yachts. Bill Zinsmeyer's eastern sloop, *Bagatelle*, Ken Schmidt's *Hilaria*, the light displacement boats *Dancer* and *Legend*, several K-38's have been a real shot in the arm to ocean racers during the past season. A few more will have an even more favorable effect during the coming season as the schedules come under closer study.

In looking over the wealth of boats, the men and women and kids that'll be sailing them and the work that's going into adjusting the 1952 calendars of events to meet the needs of the yachtsmen, there is no doubt in anyone's mind that this summer we'll see yacht racing like we've never seen before in the southland. We'll

be out in everything from plastic dinghies to racing yawls, and who at this juncture is to say which crew is to come back with the biggest cup or the tallest tales?

Saunders Heads Nanaimo Y. C.

Shelby Saunders has been elected commodore of the Nanaimo Yacht Club, succeeding Noel Thompson. Other officials include Chester W. Swanson, vice commodore; J. C. Edginton, rear commodore; James Allan, fleet captain; George Tuddenham, measurer; Dr. C. C. Brown, fleet surgeon; George F. Wilson, secretary-treasurer; Jack H. Stevens, honorary treasurer. The executive comprises Noel Thompson, Robert Dunsmore and Jack Stevens, past commodores; Stanley Blackburn, Edward Dermott, Joseph Addison, Francis Foster and Captain W. York Higgs.

The annual international predicted log cruiser race will finish at Nanaimo Yacht Club this year.

Oregon Outboard Association

Harris Quade, Troutdale, is the new commodore of Oregon Outboard Association. Other new officers are Ray McKean, Portland, vice commodore; Margie Lampkin, Camas, Wash., secretary-treasurer; Harry Eyerly, Salem, sergeant-at-arms. Eyerly was commodore last year. The new officers were seated at the annual commodores dinner and ball, January 16.

S. Kahn Heads Bremerton Y.C.

Recently elected to office by the Bremerton Yacht Club are S. Kahn, commodore; Harry Gundlach, vice commodore; Hi Garrett, rear commodore; Ken Cook, secretary, and Sanford Wright, treasurer.

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Zenith 4230



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Finished in natural mahogany. Upholstered in Red Placovin.
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New Mercury Racer • Speed to 45 M.P.H.

MARINE DIESEL

30 H.P.

Red Wing

MARINE ENGINES



D4-30—30 H.P., 4-cyl. 3-5/16" x 3 1/2"
120 cu. in., 1800 RPM.

RED WING MOTOR CO. RED WING, MINNESOTA

For hard-slogging Pacific service—in work boats or pleasure craft—there's nothing like a rugged "Red Wing" Marine Diesel! The latest in a proud line of Marine Engines, the D4-30 may be the engine you have dreamed of and wished for!

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Do the Job
Better with



STAY-TITE MARINE PRODUCTS

- **STAY-TITE CAULKING COMPOUND**—greater coverage per pound. Mahogany, Gray or Black.
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- **STAY-TITE SEALER**—stops leaks in deck seams. Remains pliable.
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"SKIPPER" RADIO
TELEPHONE

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My new address is:

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Street.....
City.....State.....

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Street.....
City.....State.....

New Los Angeles Branch for John G. Rapp Co.

JOHAN G. RAPP CO., outstanding California marine supply and equipment firm, is celebrating its 23rd birthday in the same location—123 Second street, San Francisco, where the company was founded by the late John G. Rapp.

Kenneth C. Scott now heads the company, which not only has its headquarters in San Francisco, but just recently moved its Los Angeles branch into new and larger quarters to take care of the expanded business in the area. The Los Angeles branch was established in 1949, and now it is located at 11594 Atlantic ave., Lynwood.

A clever "eye-stopper" and attention getter, which identifies the Los Angeles branch of the John G. Rapp Co. as "Sailor Sam." "Sailor Sam" is a humorous dummy, perched 30 feet off the street in a crows nest, peering out to sea with a spy glass.

John G. Rapp Co. handles Chris-Craft boat kits, which include the completed 18-foot outboard express cruiser; the Morris 18-foot outboard cruiser; Glasspar boats (Fiberglass outboard boats); Trailorboat aluminum boats, and Dunphy boats, at its Los Angeles location.

The company also has the complete line of Evinrude outboard motors, the Kermath and Palmer line of inboard motors, as well as a complete stock of marine supplies and equipment to take care of boat builders and dealers needs.

At both the San Francisco and Los Angeles store are carried a complete stock of Evinrude motor parts for the John G. Rapp Co. is exclusive distributor in California, Utah, Nevada, and Arizona for Evinrude parts.

The company also features Navicote marine paints.

Business days will be Tuesday through Saturdays at the Los Angeles branch, with business hours from 9 a.m. to 5:30 p.m.

There is a convenient drive-in at the rear of the Los Angeles store where customers can deliver and pick up their outboard motors. Complete repair and service facilities for all makes of outboard motors are maintained at both the Los Angeles and the San Francisco offices.



Headquarters of the John G. Rapp Company, 123 Second St., San Francisco. The firm has been at this location since its founding 23 years ago.



New home of the John G. Rapp Company's Los Angeles area branch in Lynwood. Note "Sailor Sam" perched high in the crowd's nest.



Interior of the new Los Angeles area branch, Lynwood, California.

Phil Lewis Boat Sales...

2540 Boyer — Seattle 2
Phil Lewis CA. 0093 — EA. 4848 Lois Lewis

A SAMPLE OF OUR LISTINGS:

35-ft 1947 Ed Monk-designed sedan	\$ 7,850
50-ft Ocean-going yawl	\$12,500
40-ft. Chris-Craft, twin 130 h.p., shower	\$13,750
30-ft. Chris-Craft Express, twin 145 h.p.	\$ 9,500

*If we haven't the boat you want,
let us find it for you - - -*

USE OLYMPIC PROPELLERS FOR SPEED & EFFICIENCY



DESIGNED TO FIT ANY BOAT OR SERVICE

Conceived and built by men with years of experience in the propeller business. Hundreds of satisfied customers testify to their accurate performance.

*We also give complete reconditioning service.
Some Territory Still Open for Representatives.*

Olympic Propeller Co., Inc.

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Announcing the new Storm King 16-footer MORRIS STORM KING BOATS

A fisherman's rough water boat, built for big motors and tough going, the new 16-foot model is a big boat for a small price. Safe, easy riding qualities at high speeds. A 10-hp motor will drive her at 20 m.p.h. Specially designed to handle the new 23-hp outboards. The hull is similar to the 12, 14, and 18 foot models, but strengthened. Plywood hull with oak frames, longitudinal stiffeners, keel, and stem, 6 foot beam.

Distributors: The Beebe Co., Portland; Bryant's Marine, Seattle; Melford P. Brandenburg, San Francisco

MORRIS, INC.

14th St. Yacht Basin

Everett, Washington

24 HOUR SERVICE

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FOR PACIFIC COAST YACHT
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Finest Harco quality work-
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rent delivery on the world-
famous Harco "40."

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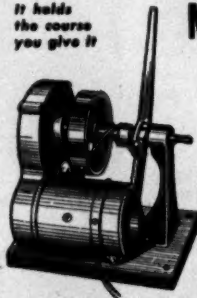
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Martin Motors Dealers Hear of 1952 Plans

Concluding a series of Martin Motors dealer meetings on the Pacific Coast was a well-attended distributor-dealer dinner meeting held December 11 in Seattle. D. Darke Russell, president and general sales manager of Columbia Distributing Corp., Seattle, Martin distributors, introduced the Martin outboard line for 1952 to the dealers gathered from all Western Washington.

Russell also announced the creation of a separate Martin Motor Division at Columbia Distributing Corp. in order to achieve a close and efficient dealer-distributor relationship. This department is under the leadership of I. Stern.

Paul R. Seaman, West Coast divisional manager for Martin Motors, was the main speaker of this meeting, outlining the Martin program for '52, emphasizing the new Martin features—the Aquamatic Twist-Shift control and the full-year factory-backed guarantee. The Martin line for 1952 will feature the "45," the "75" and the "100."

Jack L. Utter Joins Wix Cooler Staff

The Wix Cooler Company of Seattle announces a new firm membership with the addition of Jack L. Utter to the staff as production supervisor. He will also assist John Weiks, who is chief engineer for the company.

Utter is formerly of New York state. In 1943 he came to the Northwest with the duPont organization and more recently has been a division engineer for the General Electric



Jack L. Utter



When the Western Washington dealers in Martin Motors got together with Columbia Distributing Co. heads and with Paul Seaman, Pacific Coast Sales Manager for Martin, they represented a number of cities. Pictured in a quickly-formed group, left to right, are: V. Benson, of Benson's in Lynden; J. E. Anderson, Anderson Sales, Gig Harbor; Lyman Dean and Clyde Handley, of Handley & Dean, Bellingham; Dick Soeger, Soeger's of Shelton, and Ed Striegler, Olympia Sport Shop, located in the Capitol City.

Company at the Hanford Atomic Energy plant.

The Wix Cooler Company also announces the appointment of the following manufacturer's representatives and distributors:

Hopkins Engineering Company, with offices in the General Motors Building in Detroit, will represent Wix Cooler in Michigan, Wisconsin, Illinois, Indiana, Ohio and the District of Columbia. Harry E. Carlsen, of Washington, D. C., will represent Wix Cooler in New York and four surrounding states. Correct Craft, Inc. of Titusville, Florida was appointed distributor for the very popular Wix Galley hot water system for the state of Florida with a dealer in Cuba.

R. T. Puelicher of Pasadena, California, has represented the Wix Cooler Company in his state and in Arizona since 1940, while the J. B. Hickman Company of Seattle has represented the company in Washington, Oregon, and British Columbia since 1947.

New Woolsey Color Schemes Announced

A new, handy book-form color schemer capable of actually visualizing more than 10,000 color combinations for deck, topside, bootop and bottoms of sail and motor boats has been announced by C. E. Raabe, president, Woolsey Paint & Color Co.

Actual visual color schemes of an entire boat can be obtained prior to painting and planning. This pre-color selection leaves nothing to the imagination, visualizing before the eye exactly how a boat would appear when finished.

The new color schemer, is exclusively available for use at all Woolsey dealers from coast to coast. It consists of a handy 6" x 6" ring binder

with transparencies simulating both motor and sail boats. Color chips are ingeniously arranged so that they fall into line in the thousands of color combinations for decks, topsides, bootops and bottoms.

John G. Rapp Co. in New Los Angeles Quarters

In addition to its San Francisco store, now celebrating its twenty-third year, the Rapp organization has a new location for its Los Angeles branch (see pictures elsewhere in this issue).

The new store is managed by Jack Manning, who has been with the company for a number of years and who has had wide experience in the marine field.

Bob Knudsen is sales manager of the San Francisco store of the company and Chuck Petrusich is his assistant in the sales department. In northern California the company is distributor for the Chris-Craft line of cruisers, runabouts, utility and express cruisers, and also handles the same line of engines as it does from the Los Angeles store.

Howe New Gunderson Sales Manager

Warren L. Howe, Jr., has been appointed sales manager for the Gunderson Engineering Corp., Portland, Ore., according to Al Gunderson, vice president and general manager.

He replaces H. J. Sundt who has been recalled to the Navy as a Lt. Commander.

Howe is a registered professional engineer with more than 12 years experience in the Portland area.

Gunderson Bros. are distributors for General Motors marine and industrial diesel engines.

CLASSIFIED SERVICE SECTION

Rates: 6 cents per word, 12 cents per word for bold face or special type. Minimum charge \$2.00 for each insertion. (For box numbers addressed to PMB, add \$1.00.) Classified advertising is payable in advance. Ads for the next issue should be sent in by the 1st of the month preceding publication.

NEW CHRYSLER ROYAL MARINE ENGINES

Special—4½ to 1 Reduction, \$700

New engines less reverse gear, cheaper than overhauling your old engine.....\$ 350.00
Direct drive.....750.00
2 to 1 reduction.....1,000.00
2½ to 1 reduction.....1,000.00
3 to 1 reduction.....1,000.00
Used and Rebuilt marine motors, gas and diesel. Write us your needs.

SPECIAL

Water Temperature and oil pressure alarm systems, Regular \$20.00, our price.....10.00

NEW

12 V. 18 Amp. G.M. Generators (Why not carry a spare?).....20.00
12 V. G.M. Starters (Why not carry a spare?).....50.00
32 V. G.M. Starters (Why not carry a spare?).....100.00

SPECIAL PRICES on new Universal Marine Motors, 1, 4 and 6 cyl.
New factory built jeep conversions with Joe's gears.....470.00

NEW PROPULSION UNITS

Sea Mule, Chrysler powered, complete unit.....1,250.00

Will buy for cash marine engines, equipment and supplies in any quantities.

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FOR SALE—TWIN HALL-SCOTT INVADERS

Right and Left Motors. Each 280-hp. Practically new. Marine and radio shield. Priced reasonably.

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Available for long or short cruises—comfortable, commodious yachts for vacations, sport fishing or picnic groups.

We are also boat brokers. See us if you want to buy or sell a boat.

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BUILD YOUR OWN BOAT the EZ way

Build your own boat from tried and proven plans from an old time designer, good wholesome sea boats with no ginger bread. Plans for sport and commercial purposes from 10' to 35'. Paper patterns for a few, Ed Monk's 20' utility, 22' keel sail, 25' V-cruiser, 32' and 36' V-cruiser, 19' skip jack, 24', 32', 36', and 40' double ended fish boats. Designed by Quent Williams.

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Since 1910

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AUTO CONVERSIONS AND PARTS

Marine manifolds for all engines. V-8, \$40 pair; Model A \$12; Willys \$30; 6 cyl. Chevrolet, Pontiac, \$50; 6 cyl. Buick, Lycoming, \$65; 8 cyl. Pierce, Packard, \$80; downdraft models add \$5. Your transmission converted to marine gear, most makes \$40; a few \$50; propellers 14"—\$13.50, 16"—\$16.75; shafts, couplings, struts, etc. Everything you need for your boat. **MACHINE SHOP TOOLS** 12" x 5" lathe \$150, 18" Drill press \$90, 16" x 8" South Bend lathe \$440. Vertical Milling attachment with motor \$125. Good machines, low prices. Money Back Guarantee.

CONVERSION PARTS COMPANY

273 ADAMS STREET BOSTON 22, MASSACHUSETTS

SCRIPPS FACTORY REBUILT NEW ENGINE GUARANTEE—

Model 152, 185-hp., at 3000 R.P.M. \$1,000 net. Detroit. Scripps Motor Company, 5817 Lincoln Avenue, Detroit 8, Michigan.



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Flag Pole Sockets, large stock	\$.80 up
Hemus Timer, 1, 2, 3-Cylinder	1.00
Galvanized Gudgeons & Pintles	.50 up
Polished Brass Jam Cleats	2.50
Alarm Systems for Oil & Water, 6 or 12 V	10.00
Buda 2 to 1 Reduction Gears	75.00
22 Edison Deck Pump	49.50
Life Boat Sextants, complete	14.95
Bronze Mast Truck Lights	3.25
24 x 6 Rope Fenders	2.75
7 Lb. CO ₂ Fire Extinguishers	22.50
Bronze Snap Shackles	1.50 up
8" Galvanized Closed Chocks	1.25
Federal Wheel Puller	16.50

NEW 6-71 GM PARTS

12 Volt, 18 AMP Generators	\$ 20.00
12 Volt Delco Remy Starters	50.00
32 Volt Delco Remy Starters	100.00

WE BUY, SELL & EXCHANGE MARINE HARDWARE

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705 E. Northlake Seattle Ms. 0771

Come by Land or Sea—N.W. End University Bridge

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Dinghys — Sport Fishers — Cruisers — Trollers — Sainers.
Catalog Sheet, 10c. E. H. Thorpe, 3101 Vallette Street, Bellingham, Wash.

ECON-O-Power Conversions for all model Ford and Jeep engines.

Free catalog. Lehman Manufacturing Company, 972E Broad Street, Newark 2, New Jersey.

FLATTIE PLANS, REGISTRATION, BUILDING INSTRUCTIONS, DUES—\$10.00

Send U. S. Funds or inquire of International Flattie Yacht Racing Association, 11111 Aurora Ave., Seattle 33

CHRIS-CRAFT BOAT KITS

Big 14 ft. outboard—safe and fast. Mahogany parts, marine plywood panels, brass screws, precision cut parts. Easy to assemble. Other models 8 ft. to 21 ft. Free literature.

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FORD, MERCURY and JEEP

Engines are easily converted with OSCO's world famous CONVO kits and gears. Deluxe catalogue 25c (coin). Osco Motors Corp., 3627-PM Lawrence St., Philadelphia 40, Pa.

FOR SALE: New, used and rebuilt marine motors, 2 to 500 hp., gasoline and diesel. Complete stock list of popular models. Write for FREE Catalog 160 covering conversion equipment, propellers, reverse gears, fittings and supplies of all kinds. **STOKES MARINE SUPPLY**, Dept. 11, Coldwater, Michigan.

HURRY — SURPLUS GETTING SHORT

Boat heaters, spark plug fan type Stewart Warner #794 E.	\$12.00
Blowers, explosion proof, save your life & boat 4" 6-12 volt.	12.00
Bilge pumps, new, all brass. Navy bulkhead type 1½" outlet.	13.00
Tiller cable, bronze 6 x 19 5/16" .13 per ft.; 6 x 12 x 7/16"	.22
Binoculars, guaranteed, send for circular. 7x50—\$29.75; 6x15.	14.95

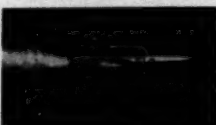
We have air tools of all kinds, chain hoists 1 to 10 tons, pulley blocks, emery wheels, taps, drills, reamers, calking mallets, roping palms, ship augers, machine screws, fire extinguishers of all kinds, air and fire hose.

WASHINGTON K-D BOAT CO.

Quent Williams 12 D St. SW Phone 1575J Auburn, Wn.

FOR SALE: 8" SUCTION DREDGE. Steel hull, 15'x40'x4'. Powered by twin Chrysler Royals. Completely equipped with Morris power cutter head, awing winches, spuds, etc. Built 1946. Price \$10,000—one-third of replacement cost. Location—Tacoma. Box 217, PACIFIC MOTOR BOAT, 71 Columbia St., Seattle 4, Wash.

FOR SALE: 40-ft. express cruiser. All mahogany hull, deck and cabin. Twin Chrysler Royal engines, fresh-water cooled. Top speed 20 knots, cruising 15 knots. Built-in CO₂ Automatic bilge pump. Extra powerful 75-watt radio-telephone. Stainless steel galley. Sleeps four to six persons in two cabins. Price \$11,800. Write: J. Aitken, Wright Shipyards, Ft. of Broughton St., Coal Harbor, Vancouver, B. C.



Build and drive the fastest boats in the world. 3 point Hydroplanes, Runabouts, Inboard and Outboard. With our easy to use plans you save 1/4 of cost usually required. Be first. Send 25c to **CHAMPION BOATS** for illustrated catalogue. P. O. Box 9038 Dept. 24F, Long Beach 7, Calif.



Marine petroleum distributors honored. Left, Archie Sanchez, Standard Oil Company of California marine distributor, Fishermen's Wharf, Monterey (right), is awarded a bronze plaque for 30 years of service by A. B. Clubb (left), branch manager of the company in Monterey. E. E. Wall (center), assistant district manager of the company, looks on. Right panel, Malio Stagnaro (right), president of the Cottardo Stagnaro Fishing Corp., Santa Cruz, receives a 31-year plaque from H. R. "Tom" Gurnee, branch manager of the Standard Oil Company of Santa Cruz.

Standard Oil Honors Monterey Area Distributors

TWO Monterey Bay area Standard Oil Company of California marine station operators and distributors were signally honored by the company recently with the awarding of bronze plaques.

The men were Malio Stagnaro, president of the Cottardo Stagnaro Fishing Corp., Santa Cruz, and Archie Sanchez, Standard Oil distributor on Monterey's Fishermen's Wharf.

Malio was awarded a plaque in recognition of his 31 years in continuous petroleum products service to the community on Santa Cruz' Municipal Wharf, by H. R. "Tom" Gurnee, branch manager of the Standard Oil Company in Santa Cruz; also at the presentation honoring Malio, was E. E. Wall, assistant district manager of the oil company.

Malio comes from a family well known in the fishing industry of California. His father was one of the pioneer fishermen of Monterey Bay,

and Malio, with his brothers, including the late Cottardo Stagnaro, has been identified with the fishing industry of Santa Cruz all his life. During World War II, he was an officer in the Navy, serving at Treasure Island in training officers and men in the handling of small boats.

Archie Sanchez, Standard Oil Company marine distributor on Monterey's Fishermen's Wharf, was awarded a similar plaque for 30 years of petroleum products service to the Monterey community by A. B. Clubb, branch manager of the Standard Oil Company in Monterey. E. E. Wall, assistant district manager, also took part in the presentation ceremonies.

Archie has been identified with the Monterey fishing industry all his life. He got his first job in the pioneer Monterey sardine cannery of the late F. E. Booth. He served in the Navy in World War I, and was a noted ball player and golfer. With a back injury torturing him he pulled out of athletics and took over the first Standard Oil Company marine station on Fishermen's Wharf in Monterey. He has seen the fleet change from lamparas to half-rings, and from half-rings to giant purse seiners.

Boardman & Flower Appointed Mercury Dealer

Boardman & Flower, San Francisco marine supply and equipment firm has been appointed Mercury and Scott-Atwater outboard motor dealer.

Boardman & Flower are featuring the Melody Class sail boat, a 10-footer, which they describe as a "super" El Toro. The craft is similar to an El Toro but will hold two people. Melody Class boats are built by Basin Boatcraft Co., Oakland. They are said to be a good car top size, and weigh but 113 pounds.

Sterling Baldwin

The Snow-Nabstedt Gear Corporation of Hamden, Connecticut, regrets to announce the death of Mr. Sterling "Wes" Baldwin, who was associated with this Company for the past twenty-three years in the capacity of Chief Service Engineer.

Mr. Baldwin, known by many of the marine engine service personnel and boatmen in the country as "Baldy," died suddenly on Saturday, October 27th, at the age of 52. He was a native of New Haven, Connecticut, and Waldoboro, Maine.

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INDEX TO ADVERTISERS

Albino Eng. & Mch. Wks.	2	Hall-Young Co.	3	Pacific Marine Supply Co.	21
Auto Engine Works, Inc.	4	Hanson, H. C.	44	Pacific Tel. & Tel. Co.	6
Baier & Assoc., L. S.	44	Harbor Boatbldg. Co.	40	Pan American Radio Corp.	44
Bellingham Shipyards Co.	18	Harbor Marine Supply, Inc.	21	Perkins Marine Lamp & Hdw. Co.	3
Bendix Aviation, Pacific Div.	32	Hiller, Paul W.	42	Portable Light Co. Inc.	40
Brandlmayr, John	44	Howell, Walter C.	44	Radiomarine Corp. of America	8
Bryant's Marina	28	Hunt Potty Mfg. Co., H. R.	31	Rapp Co., John G.	6
Champion Spark Plug Co.	40	International Paint Co., Inc.	4	Red Wing Motor Co.	38
Chris-Craft Corp., Marine Eng.	3	Kintz Boat Basin	31	Reinell Boat Works	35
Colberg Boat Works	38	Kuhls, H. B. Fred	7	Scripps Motor Co.	32
Columbian Bronze Corp.	4	Lambie Propeller Co.	38	Sen-Dure Products Inc.	40
Danforth Anchors	2	Lewis Boat Sales, Phil.	40	Shepherd Marine ... Inside Back Cover	
De Fever, Arthur	44	Marina Mart, Inc.	38	Simmerer, E. R.	44
Dole, W. H.	44	Marine Products Co., Pumps	32	Smith, Chas. E.	43
DuPont De Nemours & Co., E. I.	24	Mercury Boat Co.	38	Smith, Robert A.	44
Eis-Hokin & Galvan	33	Metallic Coatings Corp.	31	Snow-Nabstedt Gear Corp.	31
Federal Marine Motors	38	Metal Marine Pilot	40	Sperry Gyroscope Co.	1
Federal Propellers	2	Michigan Wheel Co.	6	Standard Oil Co. of Calif.	Inside Front Cover
Fellows & Stewart	31	Moditt Inc., Lucian Q.	21	Stay-Tite Products Co.	38
Freeman, Doc	42	Monk, Edwin	21, 44	Strickland, Frank E.	44
Freeman, Wood	40	Morris, Inc.	40	Tacoma Marine Supply Co.	20
Fremont Electric Co.	22	National Supply Co., Eng. Div.	Outside Back Cover	Thomson Machine Works	35
Garden, Lorne	44	Nelson Equipment Co.	22	Universal Motor Co.	7
Garden, William	44	Norgaard & Assoc., L. C.	44	Wilson Co., Ken	35
Geary, L. E.	44	Olympic Propeller Co. Inc.	40	Wix Cooler Co. Inc.	32
Gibson's, Russ, Marine Bargain Center	42	Onan & Sons, Inc., D. W.	22	Woolsey Paint & Color Co., C. A.	3
Godfrey Propeller Adj. Corp.	32	Oregon Marine Supply Co.	21		
		Pacific Fish. & Tr. Co.	21		

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New Nordberg Bulletin

Design, operation and engineering data on the Nordberg Supairthermal engine are presented in an attractive 12-page bulletin published by Nordberg Manufacturing Company, Milwaukee 7, Wisconsin.

Bulletin 191 describes how the Supairthermal engine achieves its ability to produce, in any given size, one-third more horsepower than the conventional turbocharged engine. Bulletin 191 is available—free upon request.

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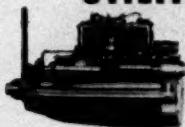
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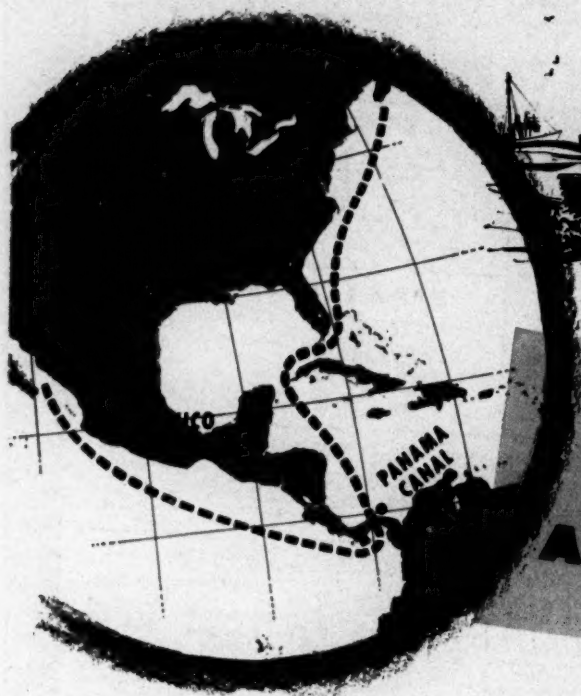
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